

Latitude 38

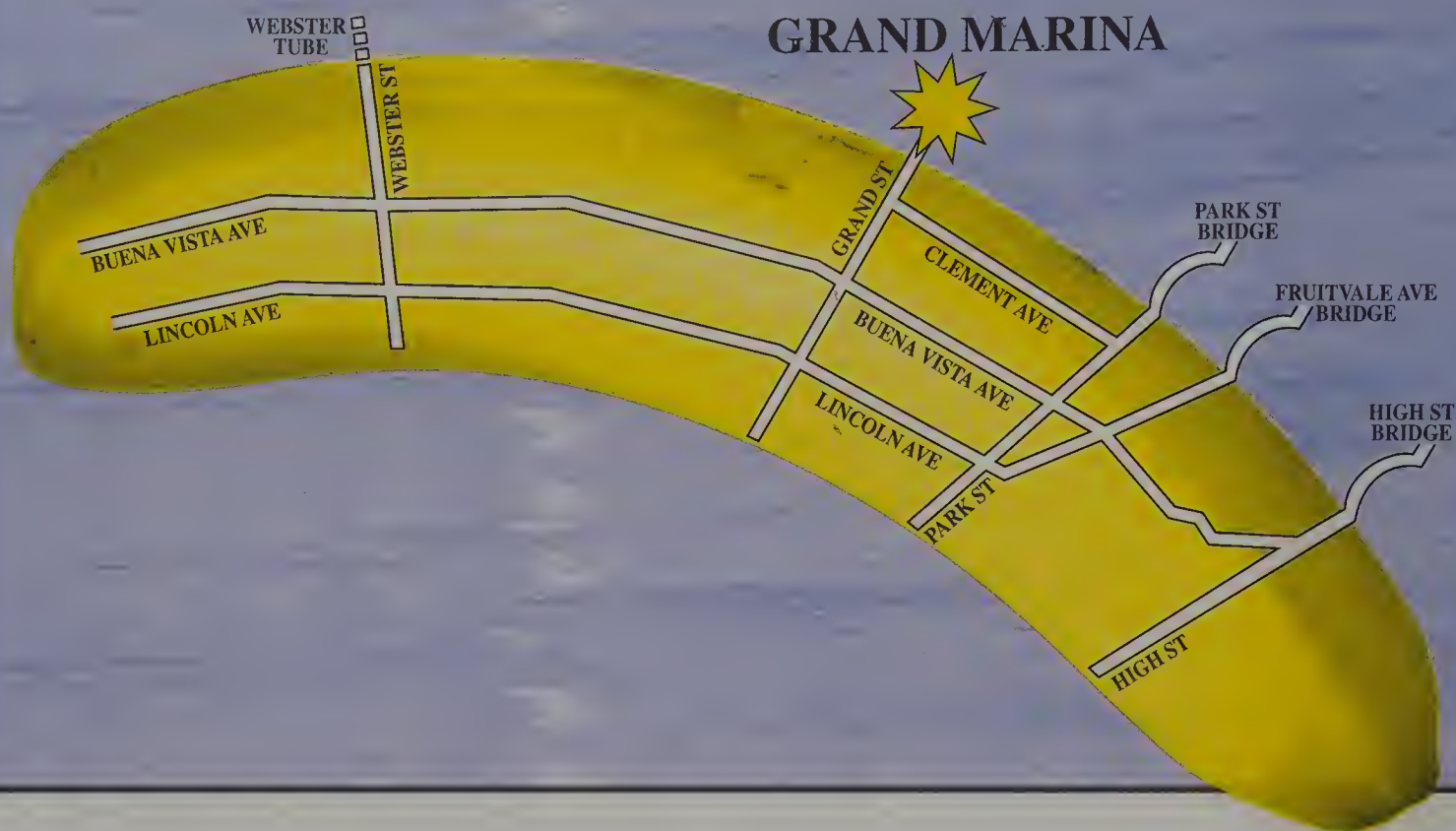
VOLUME 269, November 1999

WE GO WHERE THE WIND BLOWS

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PARADISE
CALIFORNIA



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DIRECTORY of GRAND MARINA TENANTS

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Our winter discount
is now in effect.

Time was...

Time was when John Clauser bought a bodacious old Farr boat to race on San Francisco Bay. And that bodacious old boat came with some very old sails. So John began adding some bodacious new Pineapple Sails that sped up that bodacious old boat.

Time was when John wed the bodacious Bobbi Tosse and the wedding present from crew and friends, loads of friends, was a bodacious new Pineapple #3 jib.

With a bodacious Pineapple main, #3 jib and spinnaker, all they lacked was a truly fast #1 genoa. So late this past summer, John and Bobbi ordered a new Pineapple #1.

Their bodacious boat, *Bodacious*, finished the 1999 season second in her division in HDA and went on to win the Yankee Cup, the champion of champions race. The following week, Bobbi drove *Bodacious* to victory in Berkeley Yacht Club's Women's Skipper Race.

And they couldn't have done it without a loyal crew, double chocolate cookies and that bodacious new #1.



MARIAH'S EYES PHOTOGRAPHY (510) 864-1144

*Bodacious**

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We Offer Choices...

Island Packet offers six meticulously finished offshore cruising cutters from 32' to 45'. Packet owners enjoy the highest resale in the industry. They also enjoy the highest degree of owner satisfaction of any brand.

When asked, owners say that they chose Island Packet because of their reputation for unquestionable safety and seakeeping ability. Packet owners are impressed by the perfect combination of high tech materials and construction techniques with traditional concepts of a first class, world cruising yacht. All Island Packet owners appreciate the meticulous attention to detail and quality throughout their yachts.

The frosting on the cake for all Packet owners is the impeccable sailing manners and surprisingly fast passage making ability of their yachts.

What do *you* value most in a sailing yacht?

SELECT BROKERAGE

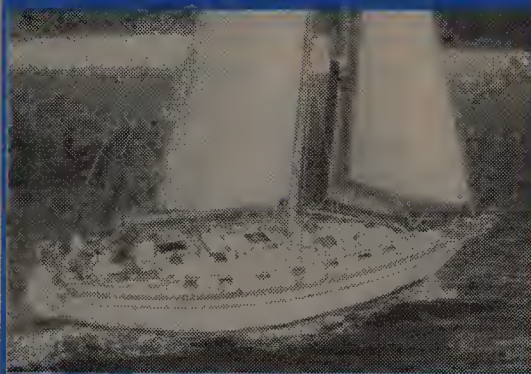
43' SAGA, '98	\$239,000
Ready to cruise.	
38' ISLAND PACKET, '90...	\$169,000
35' ISLAND PACKET, '89...	\$127,600
34' ERICSON, '82	\$35,000

TRADITIONAL CRUISERS

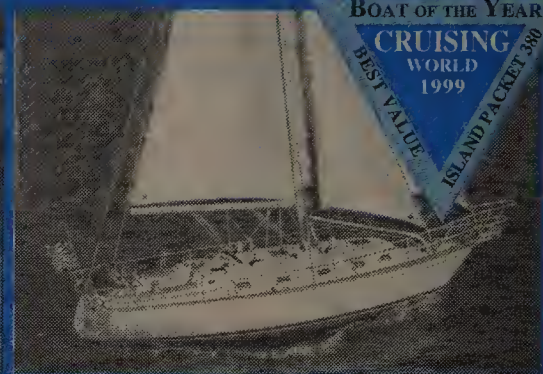
ISLAND PACKET 40



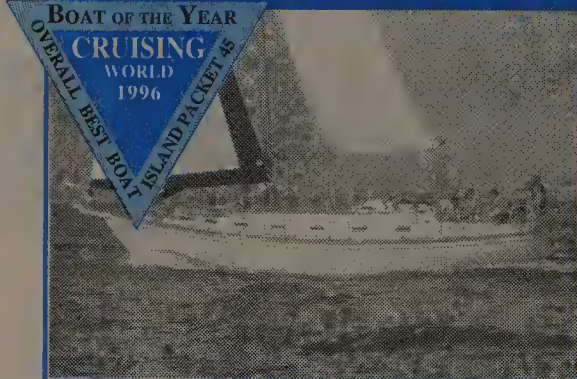
ISLAND PACKET 420



ISLAND PACKET 380



ISLAND PACKET 45



ISLAND PACKET 320

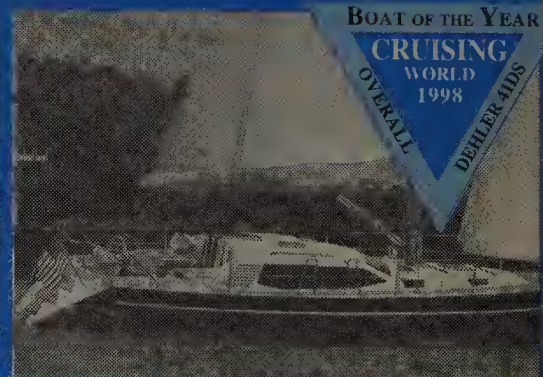


PILOT SALOONS

WAUQUIEZ 43PS



DEHLER 41DS



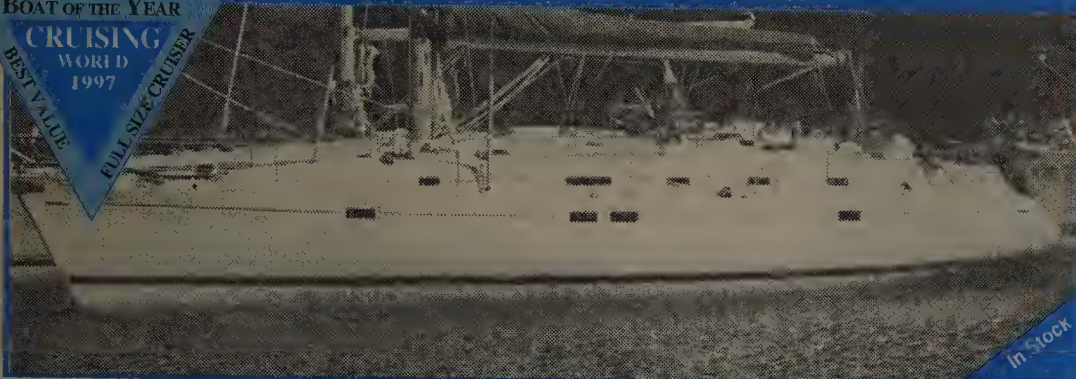
...Not Compromises

Wauquiez • Dehler
X-Yachts • CNB
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Beneteau

PERFORMANCE CRUISERS

BENETEAU OCEANIS 461

BOAT OF THE YEAR
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WORLD
1997
BEST VALUE
FULL SIZE CRUISER



In Stock

BENETEAU OCEANIS 411

BOAT OF THE YEAR
CRUISING
WORLD
1998
BEST VALUE
FULL SIZE CRUISER



In Stock

BENETEAU OCEANIS 361



CENTER COCKPITS

BENETEAU 40CC

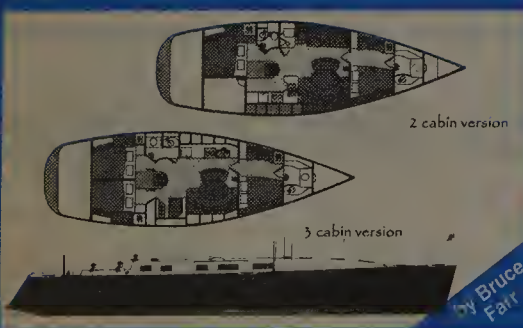


BENETEAU 36CC



OCEAN RACER/CRUISERS

BENETEAU FIRST 47.7



2 cabin version

3 cabin version

by Bruce
Fair

BENETEAU FIRST 40.7



BOAT OF THE YEAR
CRUISING
WORLD
1999
BEST RACER/CRUISER
BENETEAU FIRST 40.7

by Bruce
Fair

Beneteau sold 80 boats at the recent United States Sailboat Show in Annapolis, Maryland. While at the show, we repeatedly heard clients say that they were amazed that Beneteau could provide such high quality, fully equipped boats for the price.

Simply put, Beneteau employs the world's top yacht designers, uses the most technologically advanced manufacturing procedures, and possesses immense buying power to give you more for your money than any of its competitors. All these attributes combine to give you more boating pleasure dollar for dollar.

Beneteau offers eight modern, fast, luxury cruisers from 31' to 64'; three low profile, exquisitely appointed center cockpit models from 36' to 44'; and four competitive, sleek racer/cruisers from 31' to 47' for you to choose from.

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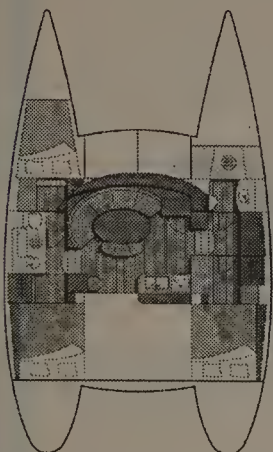


LAGOON 410, \$275,305 • LAGOON 380, \$193,881

LAGOON 410 – 40'6"x23'6"x3'10" (photo above) & **LAGOON 380** – 38'1"x21'4"x3'9" (looks exactly the same, debuts 9/99).

Lagoon offers the most luxurious and modern cruising-cat designs available today. The upcoming 380 – "little sister" to the ocean-proven 410 – is only 9% smaller, yet \$90,000 cheaper! Same luxurious interior. Same excellent twin-diesel maneuverability. Same bluewater capability. And an even higher sail-area-to-weight ratio!

(Below) Check out this special Owner's Version of the Lagoon 380. The entire starboard hull is the owner's suite, including a large head with separate shower. And the port hull includes a guest stateroom, head and "bonus cabin" forward.



Which 'bonus cabin' (port forward) do you want?

- (Shown) A third double berth sleeping cabin, or...
- Walk-in closet w/floor-to-ceiling storage, or...
- Combination work-bench area with washer/dryer, or...
- Walk-in office with U-shaped desk

Meanwhile, the large salon offers (a) a chart table, (b) dining for six, (c) optional full-function inside helm station, (d) L-shaped galley with sliding window and fold-down counter for direct cockpit serving.

NEW OFFICE OPENINGS

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Nov. 1, 1999

Seattle

Nov. 15, 1999

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Fully equipped.



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Still the world's most popular 42-foot ocean-cruising cat. Twin diesels. 2 heads & 3 or 4 dbl. cabins. **\$290,000 FOB.**



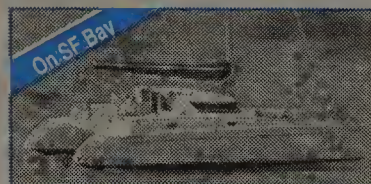
MARQUISES 56

Fountaine Pajot. (56' x 27' x 4'6").
Queen of FP's fleet. 12-18 kts sailing, up to 18 kts powering. World cruiser.



GREENLAND 34

(34'x15'x3'4")
Twin dsls (60-100hp). 9-18 kts. 2 staterms, 2 heads, elevated steering & inside helms. Beachable. **\$203,390 FOB.**



TOBAGO 35

(also 38', 42', 46' & 56' models)
Excellent bridge-deck clearance, wide & stable beam, galley-up layout, bluewater comfort. Twin diesels. **\$162k to \$700k FOB.**

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Race ready and kept in top condition. At our dock and asking only \$32,900.

43' GULFSTAR, '76



Offshore cruising or dockside living, she works well for both. Now \$89,950.

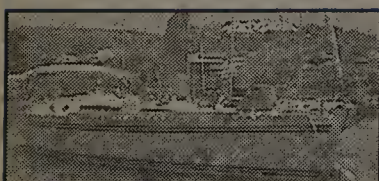
45' KRONOS, 1992



Great layout, solid cruiser. We have two to choose from starting at \$269,000.

Our multihull listings are extensive.

Great Cruising Yachts in the Caribbean



54' SOVEREIGN 1993

Luxury cruising, high performance and good equipment all for \$289,000.

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Monohull Brokerage

25' CAPE DORY, '79 \$9,500
28' DUFOUR, Mezzo \$26,500
28' PEARSON, '79 \$13,950
29' FARALLON, '76 \$21,950
30' ISLANDER MkII, '74 .. \$14,500
32' CHALLENGER, '75..2fr 31,000
32' DOWNEAST 29,900
32' VALIANT, '76 46,500
34' VAN DER STADT, '87 \$45,000
35' SANTANA \$32,900
38' REINKE S10 alum, '95 \$95,000

38' BENETEAU s5, '94 .. \$124,000
38' SCHOCK CAT \$70,000
41' NEWPORT, '79 \$49,500
42' CROSS TRI \$104,500
43' GULFSTAR, '76 \$95,000
44' HYLAS, '84 \$179,500
45' KRONOS CAT \$298,500
45' CUSTOM TRI \$125,000
48' LIGHTWAVE, '90 \$279,500
50' GULFSTAR, '77 \$129,500

28 DUFOUR, '84



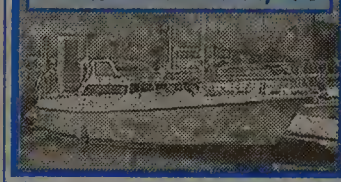
The "Mezzo" model which is very roomy and built to cruise. \$26,000.

34' VAN DER STADT



Steel construction with need of some interior finishing. Great value. Asking \$45,000.

38' REINKE ALUM., '95



A solid world cruiser ready to go anywhere. See her at our dock. \$95,000.

44' HYLAS, '84



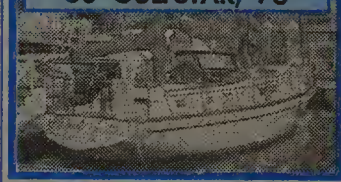
She's equipped for performance cruising. Great family layout. At our dock. \$179,500.

48' OYSTER LW, '90



Owner moved out of area and wants boat sold. Stop by and see her. Now \$279,500.

50' GULFSTAR, '78



Affordable, cruiseable and at our dock. See what you can get in 50'. \$129,500.

Multihulls

42' CROSS TRI



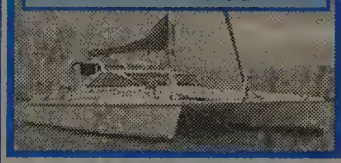
This Cross is in top condition and is looking for a new port. At our dock. \$104,500.

38' CSK



Performance cat cruising at a very affordable price. Our dock at \$69,950.

42' CANTANA



Top quality and high performance combined in this beauty. Asking \$249,500.

Please contact Neil for a personalized list.

Simpson Bay • St. Maarten

40' VAN DE STADT steel \$189,000
40' OCEANIS, '95 \$132,500
42' APHRODITE, '88 \$199,000
42' BALTIC MAGNUM, '88 \$174,000
43' OYSTER, '82 \$195,000
44' JEANNEAU, '90 \$117,000
45' DUDLEY DIX, '93 \$279,000
46' BRUCE ROBERTS STEEL \$160,000
47' JEANNEAU SUN KISS \$126,000
48' CELESTIAL, '85 \$170,000
49' BOWMAN, '80 \$195,000
51' FORMOSA New Listing

51' BENETEAU OCEANIS \$229,000
52' GRAND SOLEIL, '91 \$420,000
54' SOVEREIGN, '93 \$289,000
55' SWAN, '70 \$379,000
59' JONGERT, '72 \$495,000
62' NAUTICAL, '85 \$375,000
78' SCHOONER \$298,000
80' FEADSHIP MS \$197,000
82' VATON 25M, '90 \$1,200,000
87' RON HOLLAND aluminum \$1,250,000
178' CUSTOM SCHOONER \$1,500,000

Just a sample of our 150+ listings

Why buy in the Caribbean? Ask us!



45' HOUT BAY, 1993

Top quality steel cruiser ready to leave for distant islands. \$279,000.

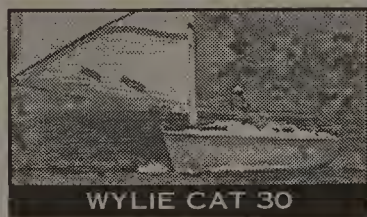
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NEW BOATS

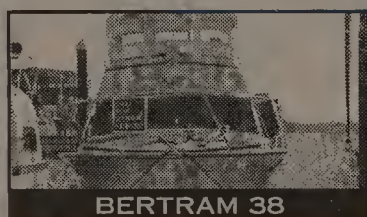


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Cover photo by Captain Rick Weber

The Brisbane, California-based Marquesas 53 'Rhapsodie' hanging on the hook in the Marquesas.

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Latitude 38 welcomes editorial contributions in the form of stories, anecdotes, photographs — anything but poems, please; we gotta draw the line somewhere. Articles with the best chance at publication must 1) pertain to a West Coast or universal sailing audience, 2) be accompanied by a variety of pertinent, in-focus black and white (preferable) or color prints with identification of all boats, situations and people therein; and 3) be legible. Anything you want back must be accompanied by a self-addressed, stamped envelope. **Submissions not accompanied by an SASE will not be returned.** We also advise that you not send original photographs or negatives unless we specifically request them; copies will work just fine. Notification time varies with our workload, but generally runs four to six weeks. Please don't contact us before then by phone or mail. Send all submissions to *Latitude 38* editorial department, 15 Locust Ave., Mill Valley, CA 94941. For more specific information, request writers' guidelines from the above address.

Suncoast Yachts & Charters

ISLAND PACKET • DUFOUR • GRAND BANKS • EASTBAY • SABRELINE

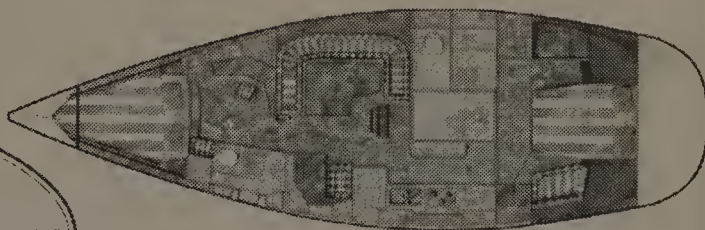
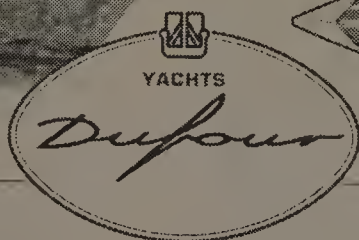
Model Year 2000 Dufour 43 Center Cockpit in Stock Now!

Elegant and comfortable, this 43-foot yacht boasts uncluttered side decks, sleek coachroof, high quality fitting, quality rig and sunken cockpit well protected from spray. This is the boat for the most daring passages! Ours has teak decks, furling main and genoa, electric windlass, refrigerator, knot/depth, wind power/speed, autopilot, repeater, GPS and VHF.

in Stock Now!

Model Year 2000 Dufour 45 Classic in Stock Now!

A cruising yacht, fast and comfortable, developed by Dufour from a J&J design. Her elegant design with a low profile coachroof, a well balanced hull, wide sidedecks which make it easy for the crew to maneuver and circulate, her ergonomic cockpit and a careful selection of high quality deck fittings and riggings...elegant! Ours has three stateroom and is ready for her new owner!



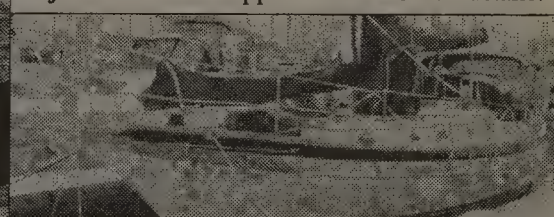
Dufour Prestige Line Exceptional Tradition

50 • 56CA • 56CC • 65 • 80 • 110

Dufour Nautilech

435 • 475 • 64 • 82 • 98

Priority to comfort and ease of movement! The cockpit, on the same level as the salon, is sheltered from the sun and rain by an innovative cap-shaped roof extension and is accessible from the salon through two large doors. The high quality for which **Dufour** is known is apparent! Call for full details!

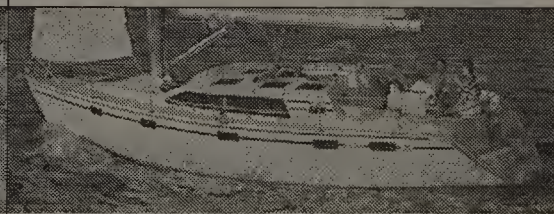
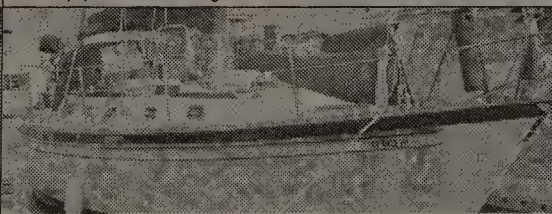
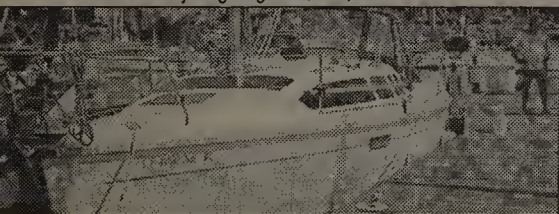


*Island Packet 40
available for
charter*

33' ISLAND PACKET, '88. 44hp Yanmar, inverter, wind generator. Two staterooms, two heads, watermaker, new foam and upholstery '98, full electronics, bimini & dodger new '97. Air/heat. Proven cruiser ready to go again! \$165,000.

ISLAND PACKET 350, '98. 38hp Yanmar, nav station w/AP, radar, GPS/plotter, knot, depth. 2 staterooms, spacious salon w/ultra leather cushions, custom varnished interior, galley w/3 burner stove/oven. Well equip'd. Offshore dodger & bimini. BETTER THAN NEW! \$215,000.

38' CABO RICO, '91. 50hp Universal. Autopilot, SatNav, depth, speed, radar, compass, VHF and 10 disk CD changer. Sleeps five. Ready for cruising. Nice condition. AT OUR DOCKS! \$189,000.



33' HUNTER, '96. This beauty won the 1999 Newport-Ensenada Race. She's well equipped and impeccably maintained. King size berth aft, V-berth forward. Knot, depth, windspeed, GPS, AP, furling, dodger, refrig/freezer. \$98,000.

42' TAYANA CUTTER, '89. 50hp Yanmar, generator. Sleeps a total of six. Good array of electronics. Dodger, maxi prop, three anchors, furling. OUR DOCKS! \$164,500.

36' HUNTER VISION, '92. 36hp Yanmar, 2 staterooms, enclosed head w/separate shower. Galley with stove/oven, Corian counters. AP, GPS, VHF, knot, depth. Salon w/wraparound windshield for a panoramic view, ultra leather. OUR DOCKS. MOTIVATED SELLER!



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Latitude 38

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Farr 40: 1, 2, 3
J/105: 1*, 2*, 3, 4*, 5
Olson 25: 1*, 2
Melges 24: 1, 3
11 Metre: 1*, 2*, 3

Farr 40 Worlds

1, 3, 4, 5

Big Boat Series

Farr 40: 1, 2, 3
ID35: 2, 3
Express 37: 1
St. Francis A Division: 1, 2

San Diego NOOD

J/24: 1, 2, 3
J/105: 1, 2
J/120: 2
Schock 35: 1*, 3
Lev. 108: 2*, 3

Melges 24 Worlds

1, 3

S. California J-Fest

J/24: 1
J/105: 1
J/120: 2, 3

Chicago NOOD

1D35: 1, 3
IMS: 1*, 2, 3
J/105: 2
J/24: 1, 2, 3
J/30: 1
J/35: 2, 3
Ben. 42: 2*, 3*
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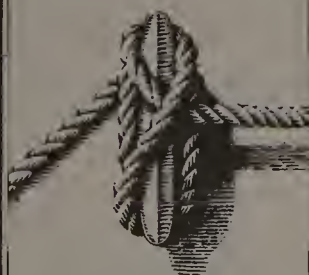
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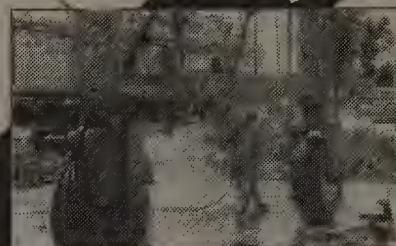
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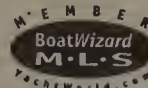
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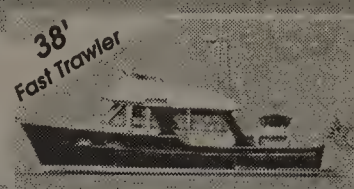
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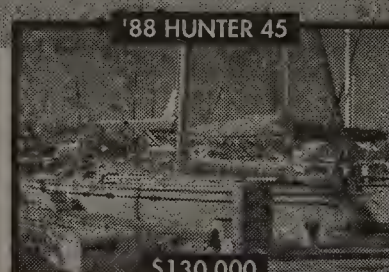
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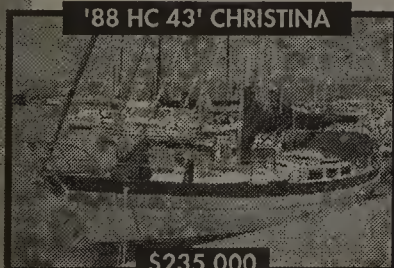
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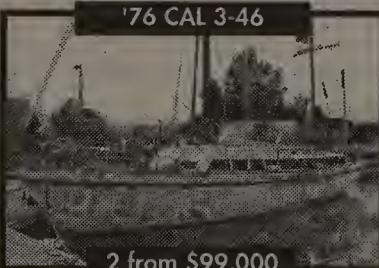
'88 HUNTER 45

\$130,000



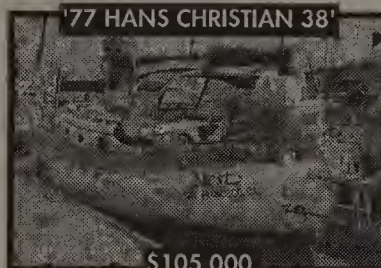
'88 HC 43' CHRISTINA

\$235,000



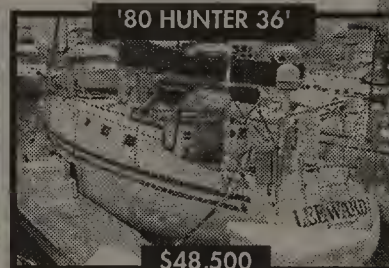
'76 CAL 3-46

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'77 HANS CHRISTIAN 38'

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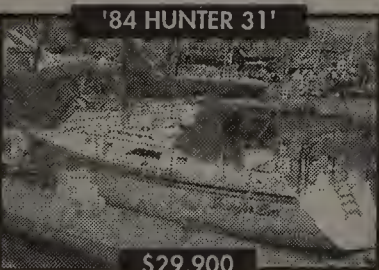
'80 HUNTER 36'

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'79 C&C 38

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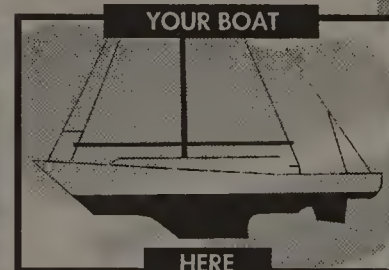
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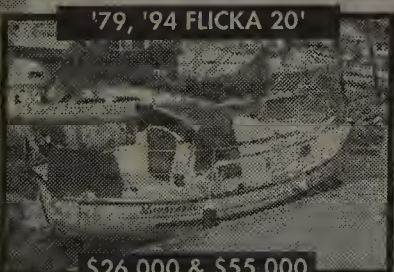
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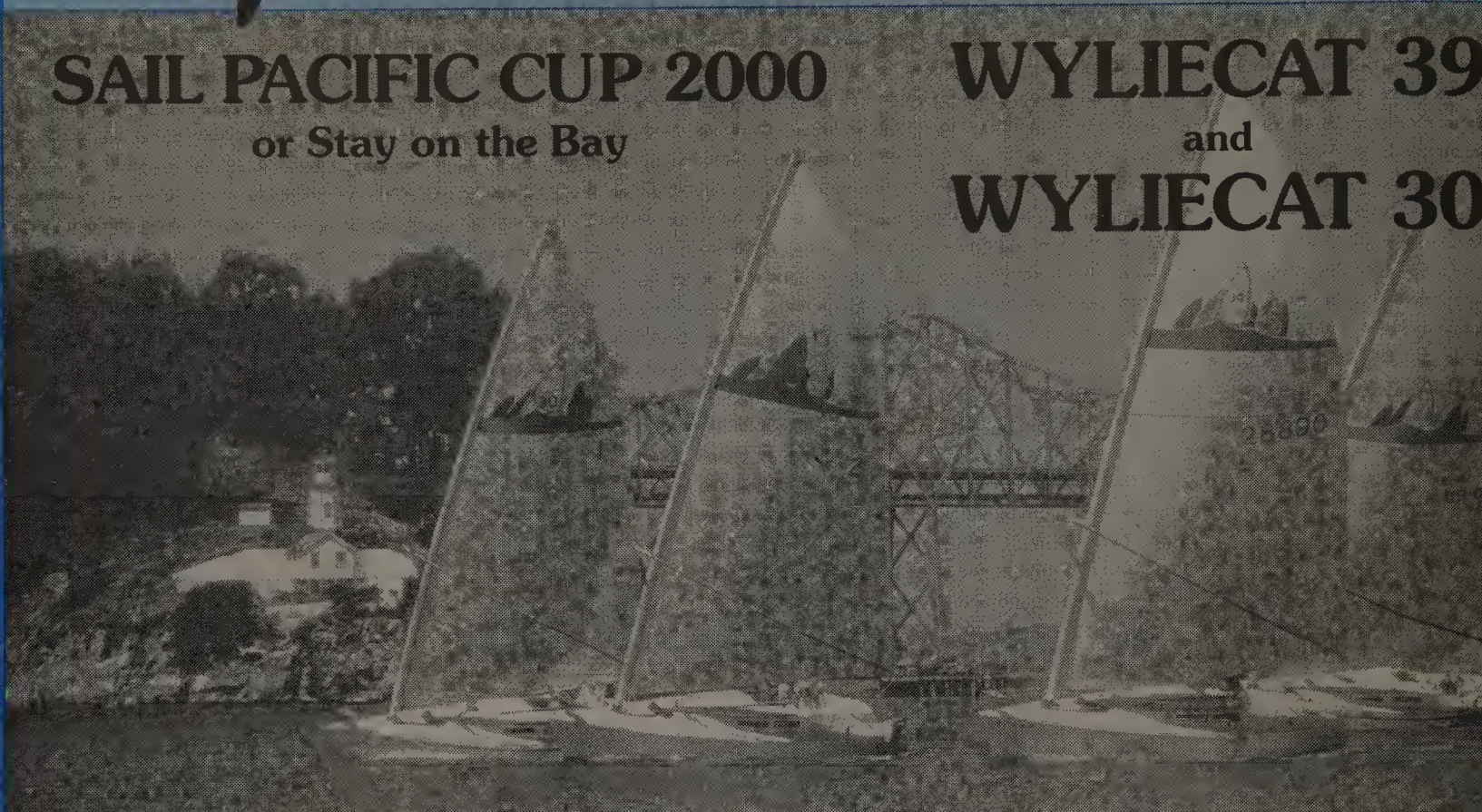
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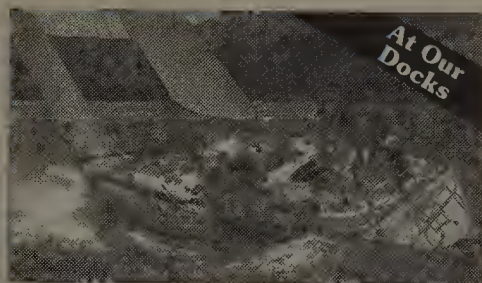
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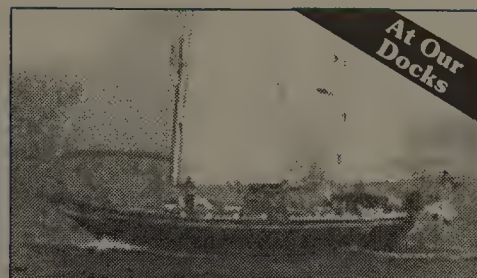
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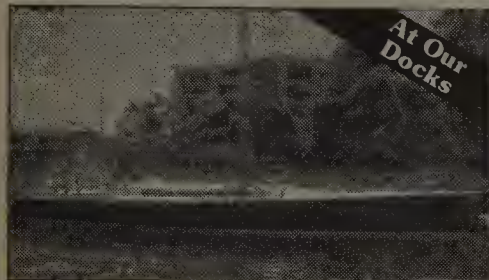
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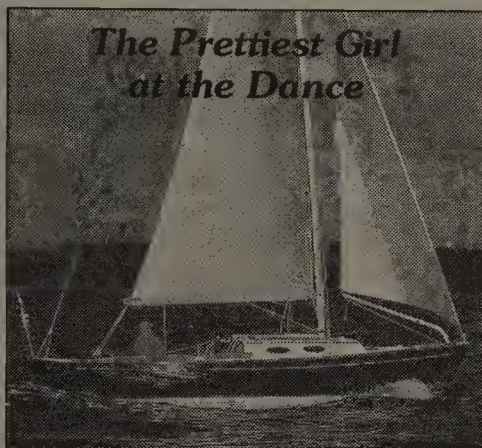
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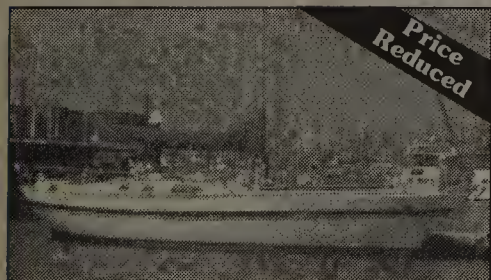
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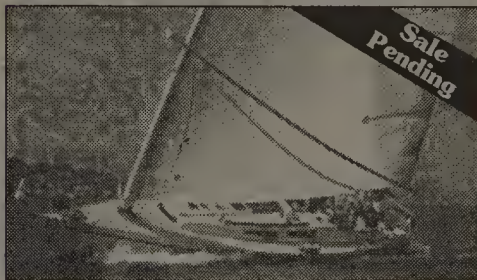


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CALENDAR

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Nov. 3 — Singlehanded Sailing Society (SSS) Annual Meeting (and Vallejo 1-2 trophy presentation) at Oakland YC, 7:30 p.m. Pat Broderick, (707) 528-2109.

Nov. 6 — Richmond YC Safety Seminar, 9 a.m. to 4 p.m. Boating safety, medical and first aid, preparations for emergencies, demonstrations and boat inspections. Free! RYC, (510) 237-2821.

Nov. 10 — SSS TransPac Seminar #2: "Self Steering and Emergency Rudders," by Rob Macfarlane. Oakland YC, 7:30 p.m., free and open to Pac Cuppers, cruisers and anyone else who is interested. Fred or Jean, (510) 769-8952.

Nov. 11 — "Navigation and Communications," by Marilee Schafer (Waypoint). Free presentation at the Sausalito Cruising Club, 7:30 p.m. Hosted by Modern Sailing Academy, 331-8350.

Nov. 13 — Flea Market at the Santa Cruz West Marine store, 8 a.m. to 2 p.m.; \$5 booth charge for sellers. Info, (831) 476-1800.

Nov. 13 — Ocean Yacht Racing Association (OYRA) awards banquet at Golden Gate YC, 6 p.m. YRA, 771-9500.

Nov. 15, 1979 — It was Twenty Years Ago Today, from the long-since-deceased monthly MORA column in *Latitude*:

MORA ended the 1979 season with a brief flashback from the past. As readers of last month's *Latitude* may remember, Don Goring, former MORA Vice Commodore/world traveler/sailmaker and owner of *Starbuck* (one of the original ULDBs) wrote an 'analysis' of MORA which contained several novel ideas. At the annual Fall General Meeting at Richmond YC on November 15, Don was present but not prepared to make a presentation at that time. We have tentatively scheduled him for the Spring meeting. Don Goring was very active in MORA in its early years, and was responsible for many innovations in the programming of the races. He successfully campaigned *Starbuck*, which earned a reputation for speed off the wind. We welcome Don back to the racing scene and hope he continues to offer provocative ideas.

Otherwise, things went smoothly at the Fall meeting. We had several tables of food, and much socializing. Kirt Brooks was officially honored with a beautifully-crafted stained glass replica of the MORA burgee. Kirt has served MORA in almost every office, and has done so much for ocean racing we thought it was about time he got the word. Other past MORA commodores in attendance were Horace MacKerrow and Ed Thomsen. Officers elected to serve for the 1980 season were Franz Klitza (Commodore), Alex Malaccorto (Vice Commodore), Dick Aronoff (Secretary/Treasurer), Paul Altman (Signal Officer/Recorder), Carl Schumacher (Measurer) and John Dukat (Safety Officer). Newly elected to the Board of Directors were Carl Ondry and Ed Homer, who will join Kame Richards and Bob Sleeth.

Nov. 18 — "Medicine at Sea," a free talk by Dr. Jerry Morgan at the Sausalito Cruising Club, 7:30 to 9:30 p.m. Hosted by the Modern Sailing Academy, 331-8250.

Nov. 20 — "Everything You Wanted to Know About Radio But Were Afraid to Ask," a seminar on offshore communications by Rich Beckett, 9 a.m. to 4 p.m. at the Oakland YC. \$30 fee includes box lunch. OYC, (510) 522-6868.

Nov. 22 — Full moon/short work week.

Nov. 25 — Thanksgiving Day. Be grateful!

Nov. 30 — YRA Awards Ceremony at Golden Gate YC, 6-9 p.m. Winners only! YRA, 771-9500.

Dec. 4 — Sail-A-Small-Boat Day, a great opportunity to kick the tires on all sorts of cool little dinghies. SBRA/RYC, (510) 237-2821.

Dec. 4 — Hands-on Sail Repair Class at Hugin Sails in Alameda. Call (510) 523-4388 for more info.

Dec. 4 — Small Boat Racing Association (SBRA) Awards Din-

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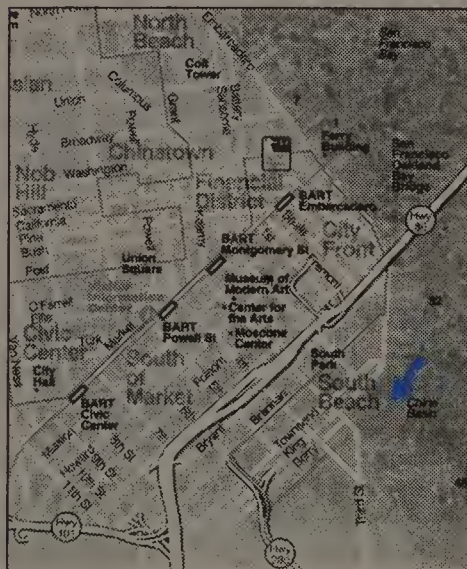


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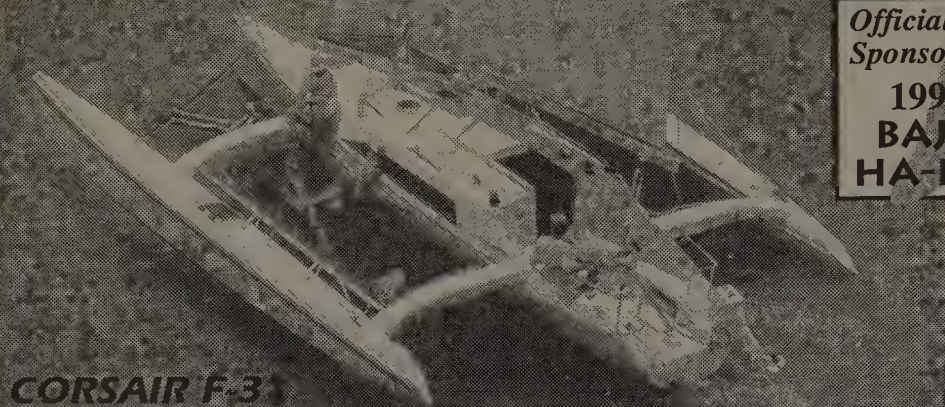


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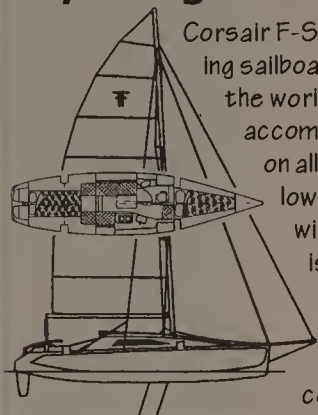
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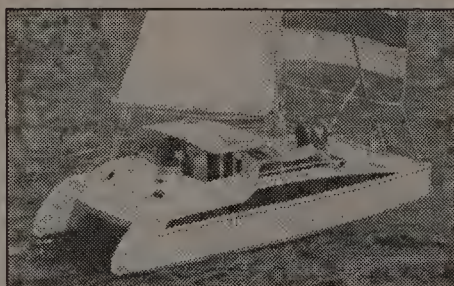


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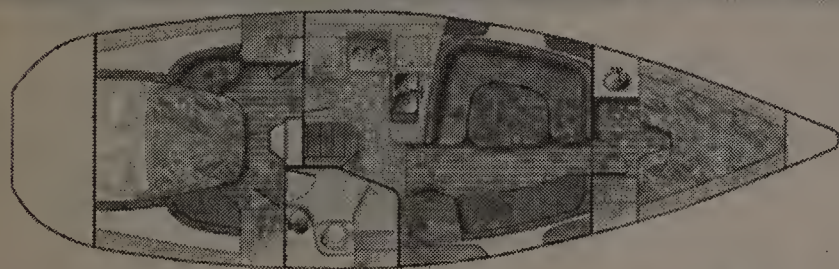


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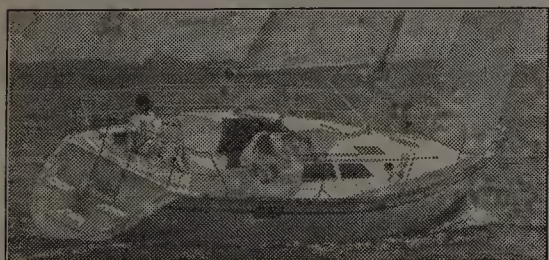
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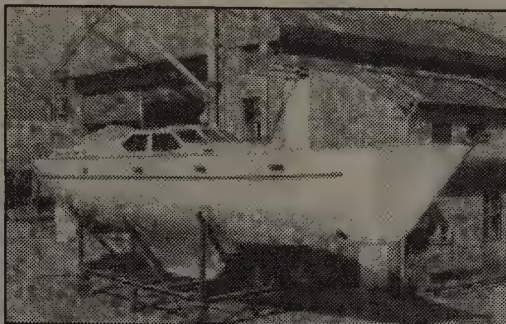
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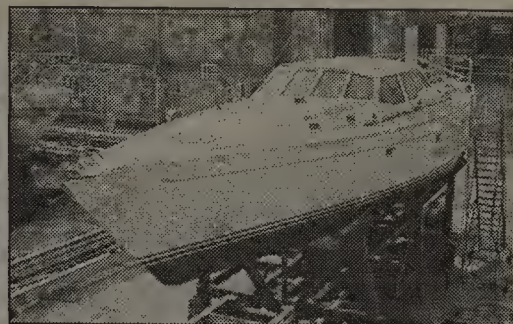
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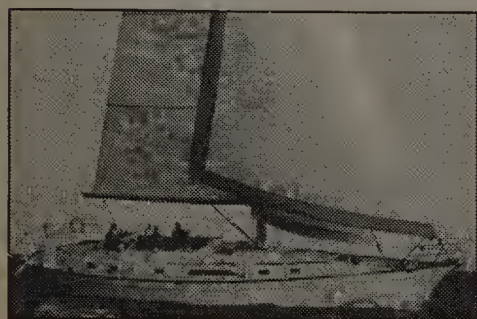
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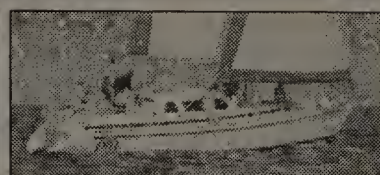
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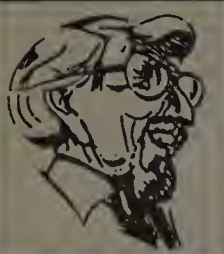


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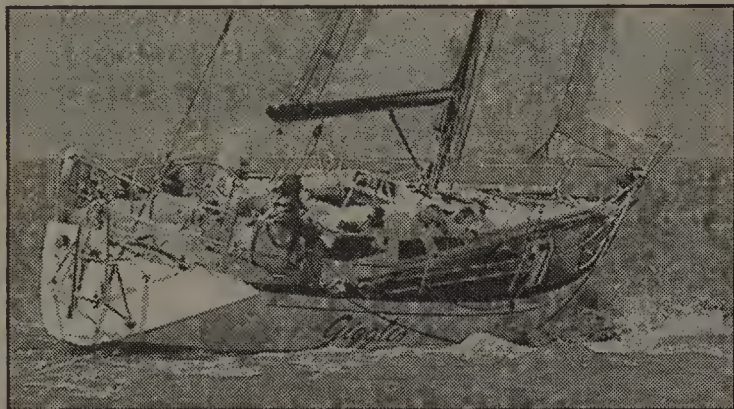
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- November 10 Self-Steering Systems & Emergency Rudders
- December 8 Electrical System
- January 12 Electronics & Communication
- February 9 Provisioning & the Return Trip
- March 8 Sails & Rigging
- April 12 Tools, Spares & Repairs
- May 10 Safety Gear & Medical Issues
- June 7 Tactics, Routing & Weather

Topics subject to change -
watch the Calendar in *Latitude 38* for updates.



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CALENDAR

ner at Richmond YC, 6 p.m. Gail Yando, (510) 232-6310.

Dec. 4 — 23rd Annual Lighted Boat Parade at Jack London Square (Oakland Estuary), 4:30 p.m. Info, (510) 834-4591.

Dec. 11 — Lighted Boat Parade in the Petaluma Turning Basin, 6:30 p.m. About 25 boats will participate, one of which will deliver Santa to the gathered masses. Petaluma Visitors Program, (707) 769-0429.

Dec. 12 — "Brighten the Harbor," a lighted boat parade off Monterey beginning around 5 p.m. MPYC, (831) 645-1980.

Racing

Oct. 30-Nov. 6 — Pro-Am Regatta at the Bitter End YC (British Virgin Islands), this year featuring "The Legends of Sailing" exploring an innovative new three-boat match racing format. The star-studded cast includes Lowell North, Ted Hood, Butch Ulmer, Keith Musto, Robbie Doyle, John Bertrand and one or two more mystery guests. Info, (800) 872-2392.

Oct. 30 — Red Rock Regatta. Minor details — like not having a clubhouse — never stopped the Bubbas at Tiburon YC from having a good time. Trip Ames, 435-1602.

Oct. 30-31 — Great Pumpkin Regatta, three buoy races and a pursuit race for Express 37s, J/105s, J/35s, Olson 30s, Antrim 27s, Melges 24s, 99-raters, Hawkfarms, Express 27s, Wabbits, Moore 24s, Olson 25s, J/22s and Santana 22s. This year's theme is *America Too*, which is the name of Richmond YC's late entry to the America's Cup. They will unveil their exciting new boat and announce their title sponsors after Saturday's racing. RYC, (510) 237-2821.

Oct. 30-31 — North/South Challenge, the annual match race between YRUSC (the bad boys from SoCal) and PICYA (our local heroes). Held at GGYC, no word yet on boats or crews. George Neill, (916) 722-8592.

Nov. 6 — Louis Vuitton Cup, Round Two.

Nov. 10-11, 1989 — Ten Years After, from a *Latitude* article titled "Painted Ships on a Painted Ocean":

"It was your typical fall crawl to Cabo," said sailmaker Robin Sodaro about Long Beach YC's Cabo San Lucas Race. "You didn't miss much!"

Still we admit to a twinge of envy as the 32-boat fleet (down from the all-time high of 49 boats in '87) took off from Long Beach in a staggered start on November 10-11. It was destined to be a slow trip: The big winner, Phil Murray and Dick Pennington's Peterson 66 *Cheetah*, finished in a snail-like four and a half days, 11 hours ahead of the next boat. *Cheetah*, which seems to specialize in winning fluky Mexican races, headed off-shore at the gun, amassing an invincible 40-mile lead by roll call the next morning. *Taxi Dancer* was the runner-up, but only briefly — she was penalized into 11th place for fouling *Lady Godiva* at the start.

Northern California was represented by five boats — *Camelot*, *Gypsy Warrior*, *Merlin*, *Mongoose* and *World Headquarters* — none of which fared overly well in the final standings. Still, the race had some redeeming qualities: warm weather, a full moon, plenty of whales and porpoises, and even some swimming in dead calms.

Nov. 10-13 — Mazatlan Race. A match race between *Magnitude* and *Pegasus*, with *Rosebud* and a Catalina 42 tagging along as 'racing deliveries'. Long Beach YC, (562) 598-9401.

Nov. 13-14 — San Francisco YC's Fall Pre-Holiday Series. Exhibiting infinite wisdom, SFYC has finally bagged the December half of their midwinters and will concentrate only on this weekend. SFYC, 789-5647.

Nov. 13 — Santa Cruz YC Champion of Champions. SCYC, (831) 425-0690.

Jan. 17-21 — GMC Yukon Yachting Key West Race Week, the lucky 13th edition of this now-classic series. Last year, a

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November

Mexico Boat Show (11th-14th)

December

Christmas Boat Lighting Contest

February

Mexorc Racing Classic

Rates

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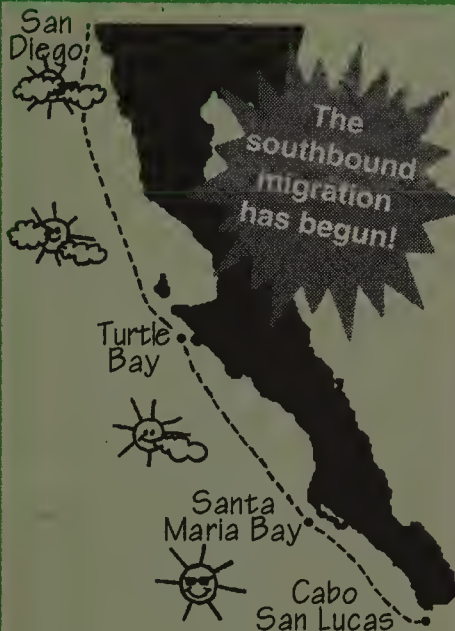
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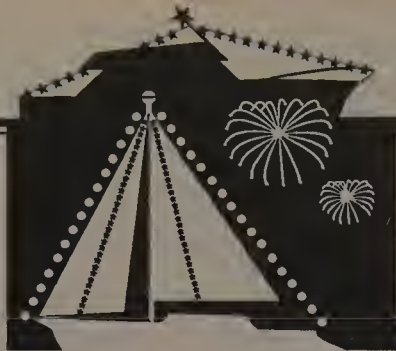
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The parade theme is:

Cruising Into the New Millennium

**Saturday, December 4, 1999
4:30 PM**

on the Oakland/Alameda Estuary
off Jack London Square

Boat Owner Entry Form

Contact _____ Tel. (Day) _____ (Eve.) _____

Mailing Address _____

City _____ State _____ Zip _____

Boat Name _____

Length _____ ☐ Power ☐ Sail ☐ Other

Marina/Anchorage _____ Slip # _____

All entries qualify for Sweepstakes and Landlubbers' Choice. Complete details and assigned numbers will be sent to you upon receipt of this entry form. Every boat entry will receive an 8" x 10" color photograph and a brass Participant Plaque.

Trophy Award Categories

Sweepstakes

Landlubber's Choice Award
(chosen by the crowd's ballot)

Best Animation

Best Business Sponsored Power

Best Business Sponsored Sail

Best Classic Yacht (Built pre-1942)

Best Commercial Working Vessel
(charter, fishing, etc.)

Best Hand Powered Boats
(Whaleboats, Dinghies, etc.)

Best Non-Profit Sponsor Power
or Sail

Best Military or Public Vessel

Best Yacht Club Entry

Master Mariners (Built pre-1942 Sail)

Most Effective Use of Lights

Most Whimsical

Club with Most Entries

Long Distance (Boat traveling
longest distance for parade)

Each entry form must be accompanied by a check for \$40 made payable to Oakland Portside Associates. Entry forms must be submitted before Nov. 19, 1999. Mail To: The Lighted Yacht Parade, c/o Harbormaster, 54 Jack London Square, Oakland, CA 94607. For further info. call 1-800-675-DOCK or (510) 272-1586.

CALENDAR

record 273 boats competed, representing 33 states and 17 countries. Like the annoying beer commercial says, it doesn't get any better than this! Check www.yachtingnet.com, or call event director Peter Craig, (781) 639-9545.

Midwinter Race Series

ALAMEDA YC — Estuary Midwinters: 11/14, 12/12, 1/9, 2/13, 3/19. ML Higgins, (510) 748-0289.

BERKELEY YC — Chowder Races: 10/30, 11/6, 11/20, 11/27, 12/4, 12/18, 12/25. Paul Kamen, (510) 540-968.

BERKELEY/MYCO — 11/13-14, 12/11-12, 1/8-9, 2/12-13, 2/27. Bobbi Tosse, (925) 939-9885.

CORINTHIAN YC — Midwinters 2000: 1/22-23, 2/19-20. CYC, 435-4771.

ENCINAL YC — Jack Frost Series (format change): 11/20, 1/15, 2/19, 3/18-19. Mike Rettle, (510) 522-1807.

GOLDEN GATE YC — 29th Seaweed Soup Series: 11/7, 12/4, 1/2, 2/5, 3/4. GGYC, 346-BOAT.

LAKE MERRITT SC — Robinson Memorial Midwinters: 12/11, 1/8, 2/12, 3/12. Duncan Carter, (925) 945-6223.

RICHMOND YC — Small Boat Midwinters: 12/5, 1/9, 2/6, 3/5. RYC, (510) 237-2821.

SAN FRANCISCO YC — Pre-Holiday Series: 11/13-14. SFYC, 435-9133.

SANTA CRUZ YC — Midwinters: 11/20, 12/18, etc. SCYC, (831) 425-0690.

SAUSALITO YC — Midwinters: 11/7, 12/5, 1/9, 2/6, 3/5. Frank Drouillard, 898-6500.

SOUTH BEACH YC — Midwinters: 11/13, 12/11, 1/8, 2/12, 3/11. Mark Hecht, (650) 341-6449.

Please send your calendar items **by the 10th of the month** to Latitude 38 (Attn: Calendar), 15 Locust Avenue, Mill Valley, CA, 94941. Better yet, fax them to us at (415) 383-5816 or email them to us at editorial@latitude38.com. But please, no phone-ins! Calendar listings are for marine-related events that are either free or don't cost much to attend. The Calendar is not meant to support commercial enterprises. Unless otherwise noted, all phone numbers listed in the Calendar are in the 415 area code.

November Weekend Currents

date/day	slack	max	slack	max
11/06Sat		0235/3.1E	0603	0858/3.2F
	1150	1451/4.1E	1840	2141/3.5F
11/07Sun	0041	0314/2.9E	0642	0932/3.0F
	1224	1525/4.3E	1919	2219/3.5F
11/13Sat		0143/2.8F	0520	0724/1.8E
	1043	1325/1.5F	1556	1932/3.7E
	2329			
11/14Sun		0233/2.7F	0611	0816/1.8E
	1146	1420/1.4F	1651	2024/3.5E
11/20Sat		0103/3.3E	0431	0730/3.4F
	1035	1333/4.5E	1721	2013/3.5F
	2324			
11/21Sun		0156/3.4E	0517	0814/3.5F
	1113	1419/5.1E	1807	2104/4.0F
11/25Thu	0307	0521/2.8E	0830	1122/3.1F
	1408	1732/5.7E	2127	
11/26Fri		0032/4.4F	0404	0615/2.6E
	0928	1216/2.8F	1501	1825/5.3E
	2223			
11/27Sat		0130/4.2F	0501	0712/2.4E
	1034	1315/2.5F	1600	1921/4.8E
	2321			
11/28Sun		0230/3.9F	0557	0814/2.4E
	1146	1421/2.2F	1707	2019/4.3E

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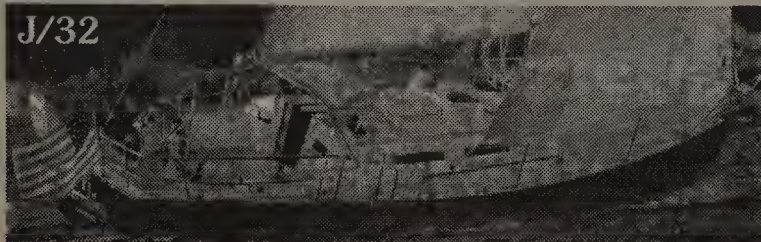
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LETTERS

STUGERON SIDE-EFFECTS

Caution on Stugeron!

I'm reluctant to write this, but it may help some of your readers. We also heard that Stugeron was a good cure for motion sickness. We read a little bit of anecdotal information on the Internet that portrays it to be a safe drug with no known side-effects. Since friends of ours had used it for two years without side-effects, we purchased some in Mexico for use while sailing.

Anyone opting to take Stugeron should be careful when purchasing the product. We, for example, were not aware that it comes in 75 mg tablets and 150 mg capsules. Because of the language barrier in Mexico and our own ignorance, we assumed that Stugeron was a motion sickness medication — like Dramamine. Consequently, we wound up taking the capsule. One person in our group of six became very ill and another was drowsy for eight hours. The rest of us felt a little queasy.

Because of these reactions, we decided to do a little more research on the product to learn more and determine the proper dose. What we learned has caused us to rethink the use of such a powerful drug for just motion sickness. The reason stronger doses of Stugeron are available is because it's used in the treatment of epilepsy, Meniere's Disease, migraine headaches, vestibular irritation, labyrinthine arteriosclerosis, arteriosclerosis, vasospasm, vertigo — and a host of other serious disorders. It is a powerful calcium channel blocker, a strong antihistamine, and a vascular spasmolytic. It also reduces motion sickness. Your readers should give careful consideration to whether motion sickness is a sufficient illness to warrant the use of such a powerful drug.

In addition, we subsequently found that Stugeron is not a 'new' drug — as had been our impression. Cinnarazine, the generic name, has been around since the '70s — although the United States Food & Drug Administration has yet to approve it for use. We contacted Janssen, the manufacturer, directly and a researcher, who shall remain nameless, suggested that for casual sailors other remedies might be more prudent choices for combating motion sickness.

Stugeron may eventually prove to be a good choice for treating motion sickness, however for the moment we have opted to return to taking approved over-the-counter medications. Should the USDA eventually give Stugeron the green light for use in treating motion sickness, we'll then be the first in line. In the meantime, we'd suggest that everyone heed *Latitude's* advice of talking to their doctor before taking Stugeron.

I'm not interested in getting into a debate on this, so please withhold my name.

N.W.
North America

Readers — Modern drugs have the ability to do fantastic good — as well as harm — so it's just common sense to proceed with caution. Even though a number of cruisers have raved about Stugeron to combat mal de mer, it would be very foolish for anyone to take it without having consulted their doctor first. After all, the last thing you need at sea is a bad reaction to — or overdose from — a powerful drug.

ONE OF THE GREATEST SAILING VESSELS AFLOAT?

Having just finished reading the September issue of your fine publication, I feel compelled to jump to the defense of the marine surveyor whom you quoted regarding Bill Tripp's Columbia 26 Mk II design.

Having sailed extensively in the Columbia 26, 34 and 45-footers, and having survived hurricane force winds on three separate occasions — once in my father's 45-footer and twice in

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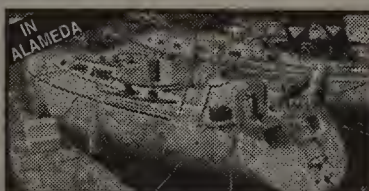
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J/105, '92, Speedwell This is an excellent example of a one-design J/105. Her current owner has successfully raced her and she is the current season champion.

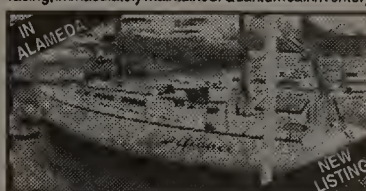


SANTANA 35, '80, Swell Dancer
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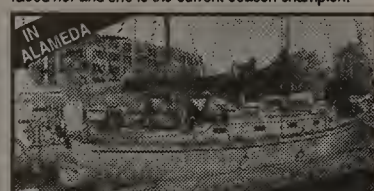
EXPRESS 37, '86, First Class

This Express 37 has not been raced in the last five years. She is just on the market and priced to sell.



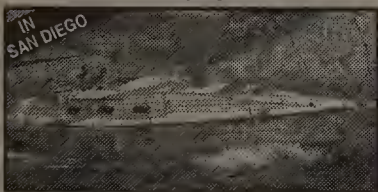
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36' Beneteau First 36s7, '96, Coax	109,500
36' Beneteau First 36s7, '97, Radio Flyer	119,000
35' J/105, '92, Merlin	New Listing 97,500
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LETTERS

my own 26-footer — I throw my hat into the ring with the marine surveyor.

I won't go quite so far as he did, but Bill Tripp's Columbia 26 Mk II is definitely one of the finest production boats of its era.

Bill 'Capt. Bubba' Hoffman
Vancouver, WA

Bill — We like to see people who take pride in their boats — but please, let's not get carried away! The marine surveyor who made the absurd claim that the Columbia 26 Mk II is "one of the best all-around sailing vessels afloat" is unfortunately all too typical of those expressing opinions on the Internet. If he were to objectively compare the Columbia 26 to an Express 27, for example, he'd have no choice but to conclude that the latter was vastly superior in design, construction, sailing ability, and handling characteristics. If the Express was a 10, the Columbia would only be a 3 or 4.

As for your lesser claim that the Columbia 26 Mk II is "definitely one of the finest production boats of its era", we suggest you spend a few hours checking out a Yankee 26. We doubt you'd find any Yankee 26 owners willing to swap boats for your Columbia 26, but there would be plenty of Columbia 26 owners willing to swap their boats for Yankee 26s.

For the most part, Tripp-era Columbias were the Chevies of the sailboat world. For the time, the designs were good enough — especially if you were looking for maximum interior space. The construction was nothing to write home about, however, as the glass work was usually done with chopper guns as opposed to being laid-up by hand. In some models, the combination of design and construction methods resulted in serious cases of 'oil-canning'. Furthermore, a lot of fin keel Columbias had problems with their cast iron ballast.

Mind you, we're not trashing the Columbias, as the smaller ones were perfectly decent boats for what they were designed and built to do — sail the relatively benign waters of Southern California, San Francisco Bay and such. This is not to say that some ballsy cruisers haven't taken them much further afield — and even around the world.

↑FINDING A BARGE AND ANCHORING OUT

I'm wondering if you know what the situation is with anchoring a boat or barge off Sausalito? It looks as though there are a bunch of people anchored out and living out there. I'm thinking about finding a barge and anchoring it there so I can have a little place to get away from The City. Should I be aware of any issues?

Ben Rigby
Sausalito

Ben — The main issue you need to be aware of is that your barge will not be welcomed by the Richardson Bay Regional Agency (made up of all the cities that front Richardson Bay and the County of Marin, or the BCDC (Bay Conservation and Development Commission). For the better part of a quarter century, the above agencies have been trying to get rid of what they consider to be illegal anchor-outs. In the short term, they're allowing the problem to somewhat take care of itself through attrition rather than sudden abatement, but rest assured that you most certainly will not be allowed to anchor a non-commercial barge in Richardson Bay — particularly one that might be used for residential purposes.

Just so everybody is clear on the matter, navigable vessels can legally anchor off Sausalito for 72 hours. After that, they need to get a permit from Harbormaster Bill Price. If you have a legitimate navigable vessel, he will issue a permit for 30 days — and almost always grant two 30-day extensions.

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BAY/BLUEWATER BOATS

25' O'Day	27' Catalina
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THE MOGUL SAYS...

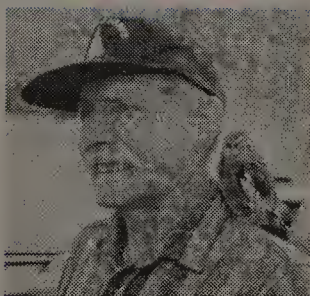
I understand why the Coast Guard has regulations for boats regarding safely storing explosive fuels on board. An explosion could kill innocent people on board or at docks. I understand why they regulate numbers and quality of life preservers.

BUT I don't understand why it is anybody's business except mine as to whether I wear a life jacket when I'm out sailing. I am a free individual living in a "free" country that is gradually taking away my freedom, and I resent it.

The reason I am on the soap box about this is that I have been advised that the Coast Guard has this under consideration and that there is a period now open for public comment.

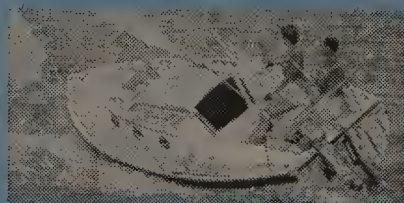
At this time I do not know how to make my opinion known to the Coast Guard, but I know my comment will be "Heck no!"

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LETTERS

There are numerous visions of the future of anchoring/mooring off Sausalito. We, for example, believe there should be four different areas: One for vessels that are currently there and can be brought up to reasonable sanitation and safety standards; one for permanent anchor-outs that comply with navigation and sanitation regulations; one for up to 90-day transient vessels; and a large day anchorage. In our opinion, all vessels should hang on professionally installed and maintained mooring buoys — except for day visitors during major holidays — and that there should be adequate dinghy docks and restrooms — with showers. The latter is the least Sausalito could do for all the money they make off of sailors.

↑↓CHANGES AT ADUANA?

The rules for re-importing gear into Mexico have evidently changed. Again.

While making our way down from Mazatlan to Nuevo Vallarta last spring, our Furuno radar, depthsounder, 1kw inverter, and all of the handheld VHF's went on the fritz. Parts for this stuff could only be found back in the States, so we packed the stuff in our motorhome — which we'd brought down from Petaluma, a story in itself — for transport back to California.

Before leaving for the summer, we told Sergio, the Harbormaster at Nuevo Vallarta, of our plans. He told us to provide him with a detailed list of the gear going back, and that the best way to return the repaired equipment was to fly it back down. Customs, he said, would take possession of the equipment upon arrival, but a simple letter from Sergio would release the stuff to us at no charge, because we'd already imported the electronics — along with our boat — during the '97 Ha-Ha under the 20-Year Import Permit.

But apparently there's been a change in the rules. Rumor has it that a cruiser imported an entire diesel engine using this process and sold it at a huge profit. Mexican Customs is said to have gone ballistic. This incident apparently prompted the change.

When I flew back down to the boat in September for a week of vacation with a box of repaired electronic items, Customs took possession, as promised. However, they said they were no longer accepting letters from anyone but acknowledged agents willing to take full responsibility for the disposition of the gear.

So I hired Vilma, who speaks perfect English, monitors Channel 22, and has an office at Marina Vallarta. She charged \$40 U.S. for a letter to Mexican Customs, and \$20 to accompany me to the airport to convince Customs to release the stuff. The agents there wanted receipts for every piece of gear in the box, but after four hours of pawing through the box, 'discussions', and waiting, they reluctantly let me have my stuff. Considering the delicate and complicated negotiations with the suspicious Customs agents at the Puerto Vallarta Airport, Vilma earned her money.

I don't know if the rule changes are widespread, but this was the protocol in Banderas Bay as of September 7. But who knows, this target could still be moving. I still love Mexico and her people, and I've learned that you need to expect the unexpected — and take a good book wherever you go.

Jim Cochran
Bliss, Morgan Out-Island 33
Nuevo Vallarta / Petaluma

Jim — Your letter makes two very valuable points: 1) The laws in Mexico are subject to constant change and interpretation; and 2) Being very patient is a virtue in Mexico — although it may require hours if not days of waiting.

Trying to import or re-import boat gear duty-free into poorer

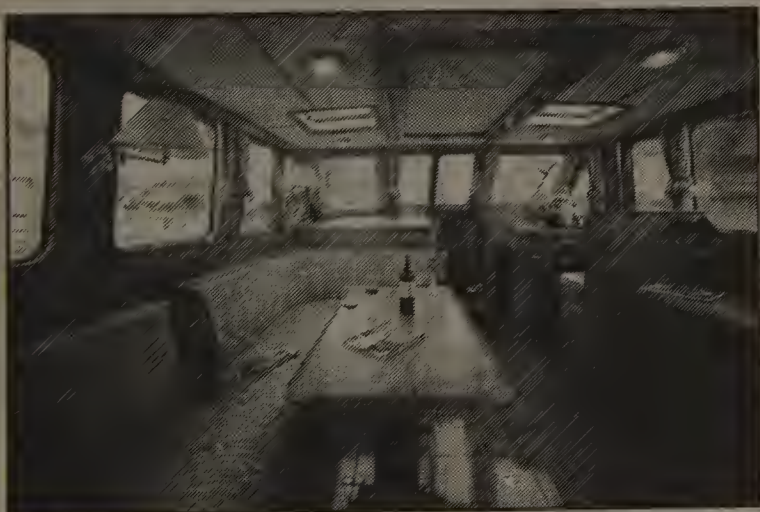
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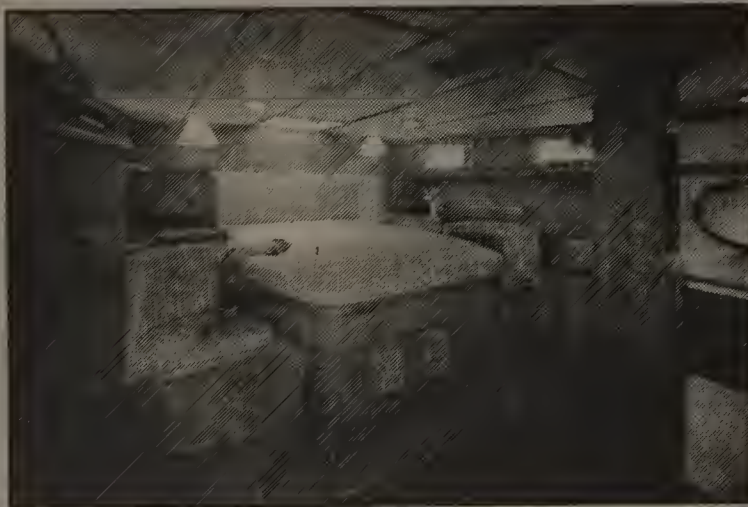
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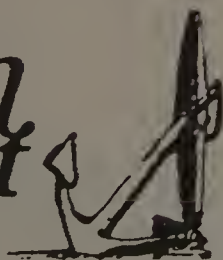


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LETTERS

foreign countries is never a sure thing. Over a period of many years, we almost entirely rebuilt Big O by importing gear that certainly totalled more than \$100,000 in value — including two complete sets of sails, two stoves, 23 cushions, 24 opening hatches, a roller furling system, a complete set of rigging, windlasses, blocks, radars and other electronics, dinghies, outboards, sailboards, the materials for an osmosis job, and just about everything else that could possibly go into or onto a boat. Thanks to a variety of techniques we ultimately became quite adept at, we managed to get this massive amount of gear imported duty-free through just about every island with a major airport in the Caribbean, from the British Virgins all the way down to Trinidad. St. Martin, of course, was the easiest. To this day you can bring anything onto that island that airlines will allow on a plane.

After about 10 years, we finally got 'busted' in Antigua, where the Customs people knew us and where we'd already brought in a small fortune worth of gear. Our situation was similar to yours: we were trying to bring obviously repaired electronic gear back to our boat. Mr. Customs Man didn't care that it was repaired gear or that we had receipts for the work. Nor was he willing to explain how he valued the gear to calculate the duty owed. The figure of \$112 popped into his head and he was sticking with it no matter what. Realizing we'd enjoyed an extraordinary run of good luck importing stuff, we paid the money, and made our way down to English Harbor and the Galley Bar, where a couple of Planter's Punches helped us forget all about it.

Back to Mexico. If anyone else has had good or bad current experiences importing or re-importing boat gear to Mexico, we would like to hear about it.

↑↓ IS SHE BUILT WELL ENOUGH?

Four years ago I realized a 25-year dream and bought my first sailboat — a great little Columbia 26 Mk II. She has a good suit of sails and a professionally installed Johnson saildrive with 40 hours on it. Since then I've taken her out every month on San Francisco Bay. She's beautifully handled the great weather — as well as some 50+ knot winds and six-foot chop around Horseshoe Cove. I've also singlehanded her out the Gate, through the Potato Patch to the Farallones — and I'm thrilled.

I've completely redone her interior: new wood hatches front and rear, drop boards, and refitted her with a beefier boom and an internal outhaul.

Here's my question: I'm getting 'the itch' and keep thinking about sailing to Hawaii, then Japan, and then continuing down the coast to Australia and Borneo with her. You know, pack it up and take off. I know my little Columbia is no bluewater cruiser, but do you think they were built well enough to handle a trip like I'm planning?

John
Dawn Treader, soon to be Ronin
South San Francisco

John — Your Columbia 26 definitely might have been built strong enough — as long as you don't encounter too much bad weather. Seriously, here's the deal: The sailboat hasn't been built that can't be destroyed by the sea, so what you're dealing with are degrees of risk. Would you be safer attempting the trip in a Westsail 32 or a Cal 40? Yes. Would you be guaranteed of completing the trip safely if you had a Westsail 32 or a Cal 40? No.

Despite the fact that Tripp didn't design the boat and Columbia didn't build the boat for the purpose you propose, a few people — even families — have sailed around the world in similar boats. Usually the boats have been beefed up in key areas, but they've made it. If you feel comfortable regularly sailing the boat to the Farallones and back, who are we to say you shouldn't expand

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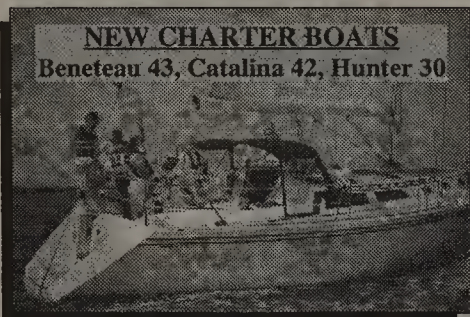
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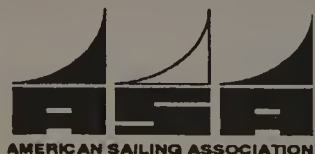
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LETTERS

your horizons?

On the other hand, far more people who start such adventures in similar boats quickly give up because they've misjudged what they're getting into. Nothing personal, but we wouldn't be surprised if you started but then gave up at — or even before — Hawaii. But it would probably be because the boat was too small for your personal comfort, not because she fell apart.

You also might want to consider sailing to Australia by way of Mexico and the South Pacific rather than Hawaii and Japan. It's a lot easier and you get to avoid the waters around Japan, which are subject to typhoons almost every month of the year.

By the way, we've been sailing the Bay for nearly 30 years, and we can't ever remember being out in more than 50 knots of wind or seeing chop anywhere near six feet. If you want a realistic idea of what 50 knots of wind feels like, drive down the freeway at about 55 mph and stick your head out the window.

THE WORST NIGHT OF OUR LIVES

In the September issue, Jim and Pam McEntyer asked about screens for and comments on 'no-see-ums'. While I've often been tempted to respond to articles or comments in *Latitude*, no subject is as near and dear to my skin as no-see-ums. For all of my 67 years, I have thought of myself as able to handle any flying bug. But while spending three years up and down the west coast of Mexico aboard our boat *Awesome*, I met my Waterloo. We had run-ins with no-see-ums in lots of anchorages, but none like at Isla San Francisco in the Sea of Cortez.

It has been over five years since we were there, and I'm recalling from a bad memory bank, but it happened something like this: We had anchored about 3/4 mile from the mangroves just to be sure we were far enough away from the no-see-ums. Then, at midday, we took the dinghies ashore to explore "before the no-see-ums come out to play". The group included Pril and me, our friend Lauri and her son Jeff, and Alan and Nedra from *Blythe Spirit*. After about half an hour, Lauri began complaining about getting bitten, so we returned to the boat.

Alan and Nedra spent the afternoon and evening on our boat, and we enjoyed dinner just before dark. About the time we finished eating, we all started getting bit. Alan and Nedra returned to their boat. We later heard that they only had minimal discomfort from the little beasts. As for the four of us aboard *Awesome*, we had the worst night of our lives! We sprayed and doused ourselves with every insect repellent on the boat, but within minutes of each application the biting would resume. A breeze might have helped, but there was none. As it was a black and moonless night, and there were reefs offshore, I was afraid to raise the anchor and move away. So we suffered.

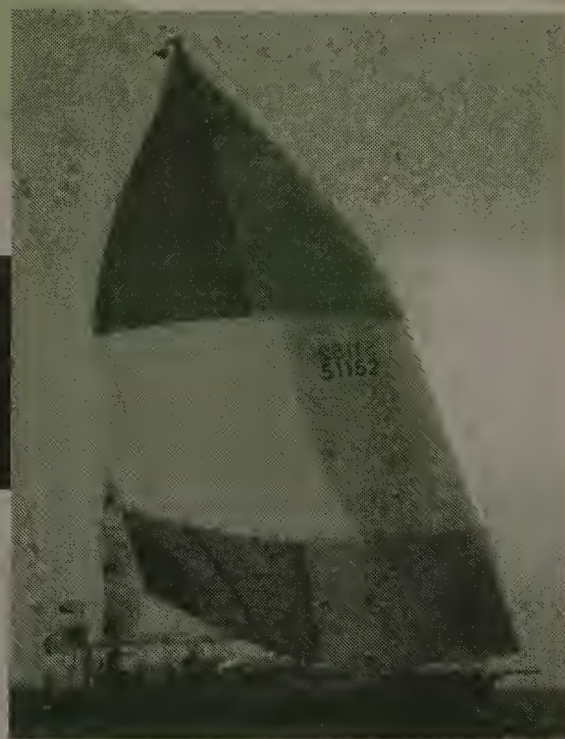
At daybreak we left. When we got a couple of miles offshore, I closed up the belowdecks area and sprayed a lot of flying insect spray. When I opened up and went below, I found that our white Formica countertop was brown with thousands of little specs. One of the regrets of my life is that I cleaned off that counter without looking at it with a magnifying glass. How anything so small can hurt so much by biting — not to mention the later infection — is beyond me. They have to be one big mouth with huge teeth. I've since read that the real pain mechanism is that they deposit an acid-like substance that both stings and creates an allergy.

For some reason, Pril's body got over the effects within a couple of days, but it took me two full weeks to get over the itching and oozing of the bites. Pril put calamine lotion on each of my individual bites several times a day and entertained herself by counting the spots. Her count was never the same, but the average number was 550! Later experiences taught me that I could get over the effects in two or three days if I showered at least three times a day and scrubbed the affected area with a

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LETTERS

soapy washrag. Rumor has it that the no-see-ums lay eggs in the skin and that those, in turn, hatch, bite, lay eggs and so on. There may be some truth to this as the act of washing often seemed to break the cycle.

As for Jim and Pam's question about how fine a screen is needed to keep them out, in my opinion nothing short of a sheet of glass or plastic will do the job. I have heard that regular screens will work — if they are sprayed every day with insect spray. The theory is that they'll touch the edge of a hole — and the poison — they're coming through and die before they get to you. But I've never tried it. When we started our cruise, we had screens on every opening. As time has gone on, we've pretty much given up using them because regular window screens restrict air flow by an incredible 75% — and you need maximum air circulation in the tropics. Anything with smaller holes would be like no screen at all. Anchoring well offshore gives you the best protection — and also gives you the best chance for maximum air flow for comfort.

Why were we so badly attacked 3/4 mile offshore while *Blythe Spirit* was relatively unaffected? I believe that it was because our boat was in a party mode when it turned dark, and our spreader and cockpit lights drew the no-see-ums to us. It's still a mystery to me how they can fly so far with such tiny wings. But they can!

One of the great advantages to being where we are now — Majuro, Republic of the Marshall Islands — is that there are no no-see-ums. While there are mosquitoes here, we've never gotten a welt to indicate having been bitten. Hence, no need for screens.

On another subject, you published a letter in late '87 from Bill and Ann aboard *Sendya*, who wrote about what a great place this was. You responded by saying that several years before a cruising boat had been boarded in Majuro and the skipper badly beaten, and wondered if things had changed. We've been stalled here for almost three years and can report that we've never locked our boat yet, no matter if we're aboard or not. We leave everything — including dive and scuba gear on deck — and haven't had anything taken. We have never been anywhere where we have enjoyed such freedom from harassment as we have in Majuro or in the whole of the Marshall Islands. Micronesia is an undiscovered cruising paradise!

Actually, there is one exception here in the Marshalls. During our visit to the Kwajalein Army Base on Kwajalein, some Marshallese visitors got away with several things while we watched a great Fourth of July fireworks show.

Dick Brooks and Pril Hagen
Awesome

Majuro, Republic of Marshall Islands

Dick & Pril — It's been our experience that no-see-ums are indeed party animals who have a penchant for bright lights and crowds.

With respect to Majuro, it must have been 15 years ago that we interviewed the older couple who had been attacked there aboard their *Cal 46*. They reported that the only thing that prevented his being beaten to death in the cockpit of his boat was the fact he'd just received a shipment of tear gas the day before. We're pleased to learn that such violence seems to be a thing of the distant past.

↑ DON'T TOSS AWAY THAT WEDDING DRESS JUST YET

Our solution to the no-see-um problem was simple: we purchased white netting at Downwind Marine in San Diego to make covers for our hatches and companionway. The screening that came with the ports worked just fine for us. After several cruisers were having problems, I took them to a fabric store in Z-

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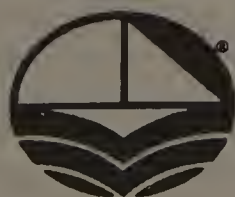
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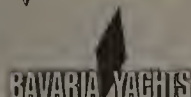
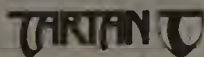
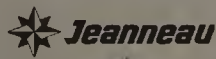
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LETTERS

town where they bought bridal veil material — which worked just as well.

Having participated in both Ha-Ha I in '94 and Ha-Ha IV in '97, we're looking forward to doing it again — possibly next year. By the way, we no longer have an address for Mark and Debra of *Eagles Quest* and Ha-Ha I. Does anyone have an email address for them? We were also glad to read about John and Kim on *Skywater*. It sounds as though a lot of Ha-Ha I participants made it to New Zealand. We did, too — although by plane.

Dick and Marcia Rowland
West Wind
Santa Barbara

THE GOOD AND BAD ABOUT FERRO CEMENT HULLS

Can you tell me where I can find out the good and bad about ferro cement hulls, and if they are worth considering when buying a boat? Heck, maybe someone at *Latitude* knows the answer. Please?

James Walldow
Galena, AK

James — 'The answer' for ferro cement boats doesn't exist, as there are only opinions. If we were to give ours, the pros and cons would be as follows:

Pro — Ferro cement boats are usually inexpensive compared to similar size and type boats of more common boatbuilding materials.

Con — Ferro cement boats are usually less expensive because: 1) So many of them were poorly built; 2) It's almost impossible to determine the condition of the structure; 3) It can be difficult to get some ferro boats insured; and 4) The resale value of ferro boats is usually lower than similar vessels built of other materials.

While ferro cement would be at the bottom of the list of boatbuilding materials we'd choose, many people have made long and enjoyable ocean passages with them. While at Pier 39 a few months ago, we saw the first boat we'd ever gone offshore on: a 55-foot ferro cement ketch that we helped deliver from Santa Barbara to Berkeley. After 30 years, she was obviously still floating.

RIDICULOUS COMPLAINTS

I have been a Port of Oakland marina tenant for two years and would like to comment on a recent letter about the situation here.

First of all, I have never known a security guard to behave in anything but a respectful way. I only wish we could have them around more often to help prevent theft and illegal activity. I will also go on record to say the Port of Oakland has been nothing but good to me — especially when it comes to fulfilling a young man's dream of buying a yacht when he gets older and then spending a lot of time on it.

What I have noticed is that there are some troublemakers — be they boatowners or just people living on other people's boats. They tend to speak out like James Howard O'Leary did in a recent letter and, as another reader pointed out, tend to be selfish and self-serving and try to hide in a cloak of 'community awareness'.

I've met O'Leary, and from my experience believe that he's only interested in himself and not anyone else. And just because he can print a document on a computer doesn't mean that his 'Marinas 4 the People' organization really exists. I believe this organization was developed by O'Leary for the sole purpose of getting people to listen to his ridiculous complaints that would otherwise be ignored.

I want to say 'thank you' to the Port of Oakland security

MICHAEL WREYFORD
mwreyford@fraseryachts.com



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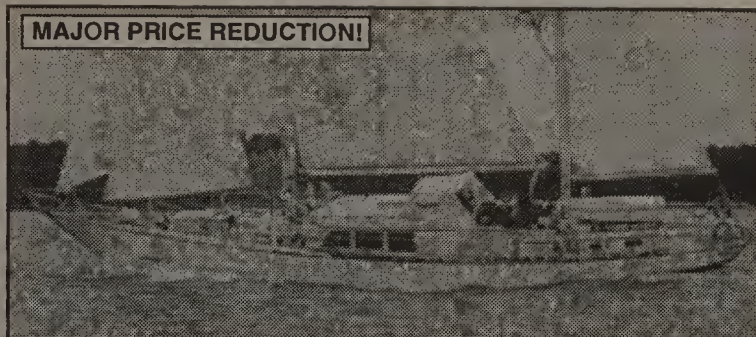
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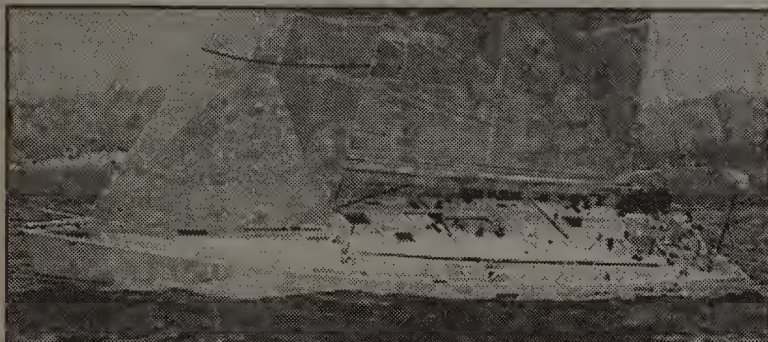
Elmo's Fire

Southern Ocean 71' Ketch, 1979



Rewa

Sparkman & Stephens 65' Ketch, 1968



Cassiopeia

72' Davidson Sloop, 1993



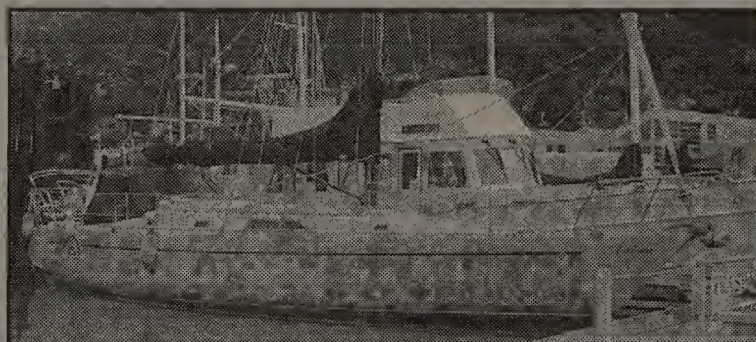
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47' Wauquiez Centurion Sloop, 1989



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Nordic 44 Sloop, 1980

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LETTERS

team for keeping my property as safe as they have for the last two years. I'd also like to thank Louise Irvin-Jones for being a very, very, very tolerable Harbormaster.

Port of Oakland Tenant
Central Basin

BRILLIANT JOB

Thanks for the great article on the Lewmar Farr 40 Worlds in the October edition. Mark Heer, John Craig and their team did



a brilliant job on behalf of the St. Francis YC, and all Farr 40 One Design owners left the Bay more than satisfied with the event.

• Geoff Stagg
Farr International
Annapolis, MD

BRITISH NAVAL HISTORY

It's petty to criticize editorials in *Latitude 38* as you guys produce the best sailing publication in the English language — and I've seen them all. But your British naval history was a little wobbly in the September issue. Admiral Nelson defeated the French — not the Spanish as you had written — in the Battle of Trafalgar off the Spanish coast. The victory prevented Napoleon's Mediterranean fleet from getting north to cut British supply lines across the English Channel.

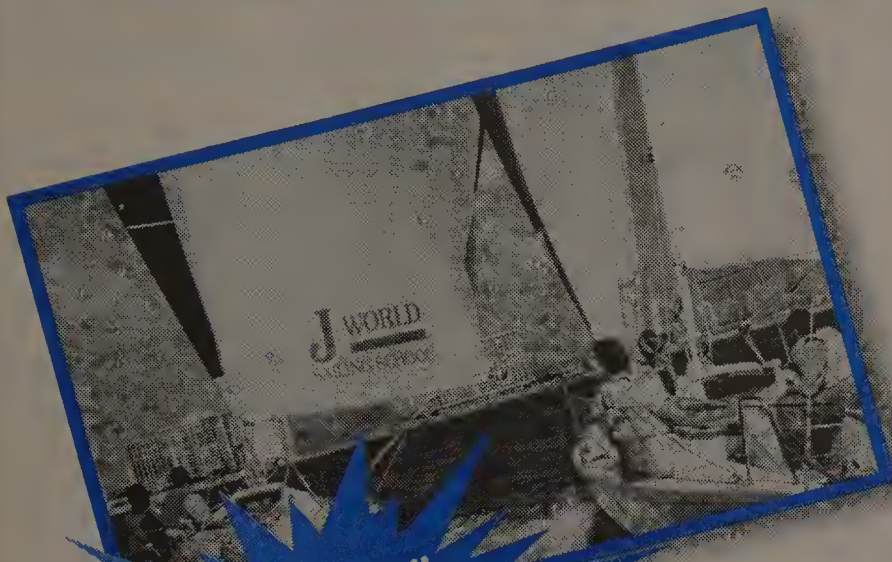
Secondly, Edward Tadeffa, the guy who wrote the letter about Captain Bligh possibly setting an endurance record, was not referring to Bligh's original mission to gather breadfruit, but his voyage in the *Bounty's* longboat after the mutineers dumped him in the middle of the Pacific. Getting all the non-mutineers to the northeastern tip of Australia alive and well earned him commendation and promotion, not just as an extraordinary seaman, but as a particularly caring skipper. Life's funny, isn't it?

Iain Woolward
Dublin, Ireland

Iain — Life is hilarious — if we can step far enough back to get a broad perspective. It's not at all petty of you to criticize our making a mistake about who Nelson defeated at Trafalgar — and we sincerely thank you for emailing us all the way from Ireland with the correction. To tell you the truth, we weren't sure if we had it right or not — but decided not to check our facts for two reasons: 1) It was near deadline and we were already too worn down not to wing it, and 2) We wanted to see how many readers would catch the possible error and take the trouble to correct it. So far you're the only one.

By the way, we were aware of which of Bligh's voyages Tadeffa was referring to: The magnificent 3,500-mile, 42-day open boat voyage from Tonga — not Tahiti, as many assume — to Dutch Timor, not Northern Australia. At the time, it was the longest open water voyage in an open boat, but has since been eclipsed

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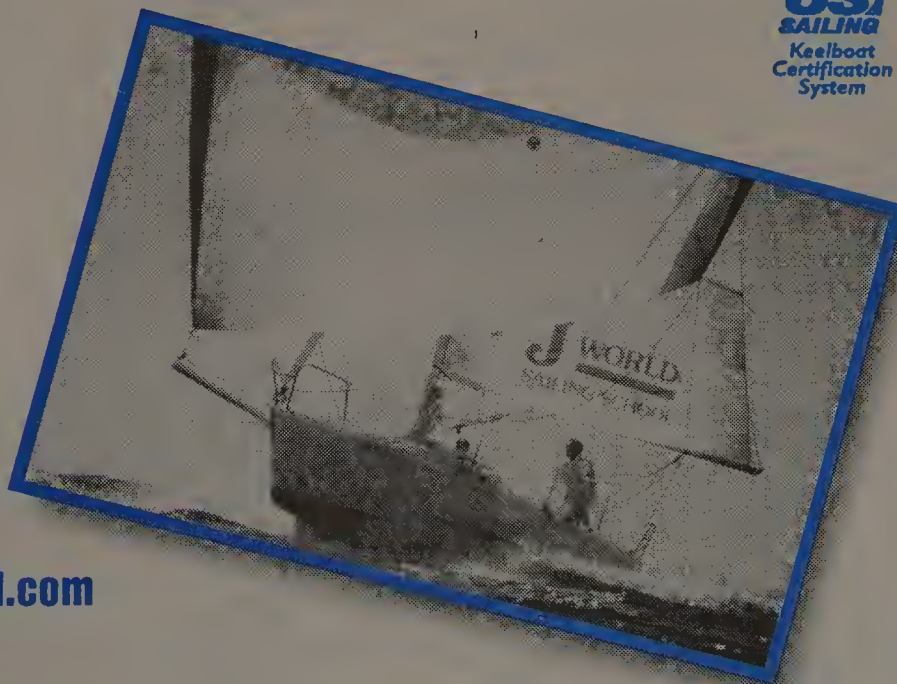
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LETTERS

a number of times.

While we're on a historical bent, may we recommend *The Rise and Fall of the British Empire* by Lawrence James? It's actually poorly written, but the subject is so fascinating — and so often sail-oriented — that shortly after finishing the monster volume we began reading it again. It explains a whole lot of why the world is the way it is.

↑↑I VISIT OFTEN

I was pleased to see the *Latitude* page on the Internet. I was a regular reader while living in landlocked Fresno for four years before moving back to Ohio. While living in the Central Valley, I was introduced to the pleasures of sailing — and enjoyed some great sailing on the lakes in the Sierras.

While cleaning some stuff in my basement — we have basements in this part of the United States — I came across an old issue of *Latitude*. So I thought I'd see if you guys had a web page. You do and I visit it often. I might even subscribe again — even though it's a four-hour drive up to Lake Erie.

Rick
Ohio

↑↑FREE OF CHARGE

I haven't been much for writing, but perhaps our participation in the Baja Ha-Ha will spur our efforts. I do, however, want to register my appreciation of Fleming Windvanes for their support of our 11-year-old windvane. The foot of our unit's stainless steel vane fin was showing some cracking and water was leaking into the fin. We inquired about having it repaired, but Tom at Fleming told us to just send it back and they'd take care of it. Well they did. We had a new foot plate welded on and some other welds cleaned up. They sent it back saying "no charge, happy sailing". When a company does that for an 11-year-old product, it deserves a public thanks.

Moe Beauvais
Sea Change, Tayana 37

↑↑STORM TACTICS AND PARA-ANCHORS

Much has been written about heavy weather tactics in general, and heaving-to in particular. Lin and Larry Pardey are strong proponents of heaving-to rather than running off before heavy winds and seas, and their *Storm Tactics Handbook* is a must-read for sailors planning to venture offshore. In their book, the Pardeys suggest heaving-to at about 50 degrees off the wind and seas. They also discuss deploying a para-anchor about 50 degrees off the windward side — as opposed to directly off the bow, as suggested by the distributors of Para-Anchor.

The advice of the Pardeys — along with our own more than 20 years of sailing experience — made us advocates of heaving-to. In fact, we also bought a Para-Anchor and set it up with 450 feet of rode. But here's a big problem: How do you ever retrieve the Para-Anchor? Everyone seems to assume that once the wind and waves have abated enough to want to retrieve the Para-Anchor, you'll be on a mill pond and will therefore have no trouble pulling it up. Well, that's a false assumption. Furthermore, there are reasons why you may need to resume sailing while conditions are still bad — or have even worsened — from the time you decided to heave-to and set a Para-Anchor. Drifting into a busy shipping lane or being too near land are but two reasons.

Here's what happened to us in mid-May when we were sailing *Nereid* — our Wauquiez 43 cruising ketch with a modified fin and rudder on a skeg — about 200 miles off Point Conception. We'd planned on sailing to Hawaii, but decided we'd put in at Long Beach first to spend a few days with family and make a few minor repairs. The forecast called for 25 to 30 knots of wind, but by the time we were 80 miles off Conception, the forecast

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"At 15:30 local time a screaming gust hit us; the windspeed shot up to 79 knots and our boat rocketed off 90 degrees to the wind. At the same time a wall of water slammed into her and rolled us over. My husband and I were thrown on our sides. We never knew the full strength of the gust, as we were both hanging onto our lifelines and any other bit of gear we had managed to grab. The angle we reached was difficult to determine, but as we were hanging vertically across the deck, the masts must have been close to parallel with the sea."

"Slowly the boat righted herself and water began to rush out of the cockpit. My husband moved to take control of the helm and I felt the staysail sheet. It was slack! The sail had given out..."

Now what? What must you do to survive is a question most sailors have asked themselves - few actually know the answer. With over 200,000 miles offshore experience, these questions are nothing new to Steve and Linda Dashew. For more than two decades they have studied heavy weather, interviewing professional and amateur sailors, as well as meteorologists around the world, with a particular emphasis on survival tactics.

Their seventh book, *Surviving the Storm* is filled with the most spectacular collection of heavy weather photographs ever assembled in one place. 560 photos and illustrations will help you to understand the right and wrong way to deal with breaking seas, heaving to, working your way to windward, running before the storm and the use of drogues or parachute anchors.

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The emphasis throughout this book is on *survival storms*. The Dashews take this approach knowing that if you are prepared for the worst, *normal* gales and storms are no longer something to be feared - they become a chance to experiment, to test what works best on your boat.

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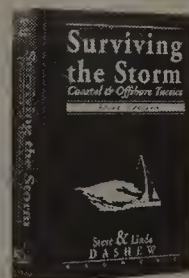
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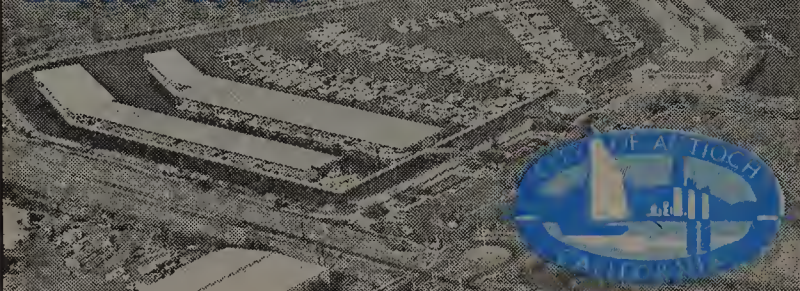
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LETTERS

had been revised to gale warnings. We got 35 to 40 knots with 15 to 20 foot seas on the beam, and responded by carrying a double-reefed main and a storm jib. We certainly weren't in survival conditions, but it was pretty uncomfortable. Rather than close on Conception at night in such conditions, we decided to heave-to for the afternoon and evening.

As nightfall approached, the conditions worsened and the boat began to behave differently. For instance, she started falling off waves and was waltzing around much more than before — with the result that she was often beam-to the Force 8 winds. The waves also kept getting bigger and there was so much foam it seemed as though we could have gone skiing. Although we tried many different sail combinations, nothing seemed to improve our situation.

Since we were in precisely the conditions the Para-Anchor had been designed for, we decided to give it a go. It opened, deployed — and worked like magic! It was sort of like being tied to a concrete post in the middle of the ocean. We'd deployed it off the bow roller, as suggested in the literature. The Pardeys suggest setting it off the windward bow, but we didn't have another snatch block for that purpose. We still kept the reefed mizzen up as a riding sail, but nonetheless waltzed through 40 degrees on either side of the wind. Above all, we marveled at the forces involved.

We had 450-feet of nylon line attached to the Para-Anchor on one end and to 3/8-inch chain on the other end. The chain meant we didn't have to worry about the nylon chafing on the bow roller. Unfortunately, the boat was bucking so wildly in the conditions that it didn't take long for the chain to tear out the retaining pin in the bow roller — at which point it began to destroy the sides of the bow roller as well as the bow pulpit.

We kept watch throughout the night. By morning we were experiencing full Force 9 conditions, so we decided to retrieve the Para-Anchor and try sailing. Here's where we had the big problem! Deciding to sail off a hove-to situation is fairly straightforward: You slack the backwinded jib, ease the main, turn downwind — and you're running off. But it's not so easy when you've hove-to with a Para-Anchor.

Retrieving 450 feet of line, 30 feet of chain, and a huge — 18-foot diameter — parachute in more than 40 knots of wind and big seas is, in our opinion, virtually impossible. Given the incredible forces at work in such conditions, pulling the boat up to the anchor is not an option. Driving up on the Para-Anchor would make it easier to reel in the rode, but it would still be terribly difficult. For one thing, it would take a long time, as you can only bring in so much line at a time before the boat begins to fall away — necessitating adjustments in the course and throttle. Secondly, imagine the huge mess of line on the deck. A windlass is not going to neatly stow 450 feet of line without lots of help — and there's not a lot of help on a double-handed boat when the other person has to be on the wheel. Thirdly, it's almost impossible to bring an 18-foot waterlogged parachute onboard in huge seas because the boat falls off to a beam-to position — and puts herself in danger of being rolled. It's just not a pretty sight trying to retrieve a Para-Anchor.

A trip-line back to the boat may be the only answer. However, that's a lot of extra line to have to put out, and the chances of it fouling something or getting fouled seem pretty high.

The Para-Anchor literature suggests a shorter trip-line on a float — which is what we had. But in our case, we had other problems. During the night, the mizzen split and ripped to shreds. At first light, we decided the most prudent thing to do was to sail off, but while attempting to drive up on the anchor rode, we discovered that we'd lost our steering because of a busted quadrant. I hope the know-it-all armchair sailors will realize that while this was certainly a huge problem and killed

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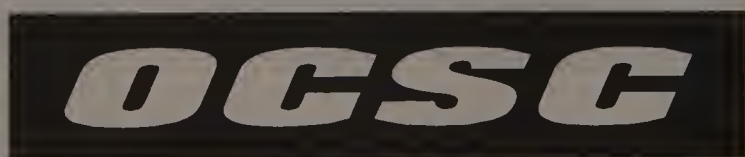
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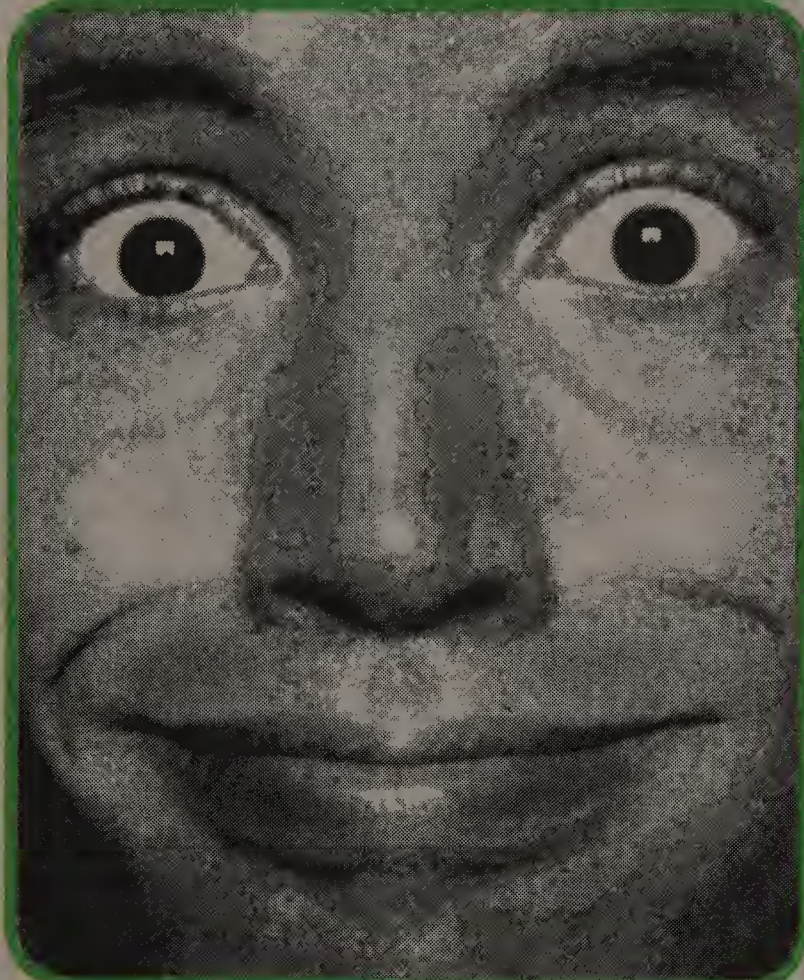
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LETTERS

our trip for the time being, it doesn't change the problem of how to retrieve a Para-Anchor in storm conditions.

In any event, our rudder was banging around from stop to stop, so we set up our emergency tiller and lashed it amidships. It lasted 30 minutes before coming apart at the seams. Folks we advise you to give your emergency steering set up a close look and give it an honest-to-God evaluation. The only thing we had left to steer was the autopilot, which fortunately worked directly off the rudder post. Unfortunately, it could not control the rudder's violent swings. The windvane was useless as it was set up to drive the wheel which was connected to the busted quadrant. As a result, our options were limited and we knew we were in trouble. Mind you, it was trouble of our own making, not Nature's.

After many futile attempts to stabilize the rudder using the autopilot tiller, we reached a Maritime Mobile Ham net in Maryland. We asked the guy to call the Coasties in Long Beach to let them know that we had lost our steering. Without being asked, the Coasties deployed a vessel with an ETA of eight hours. They also deployed a helicopter and had another ship standby until the tow vessel arrived.

After a 16-hour tow with strong winds and huge seas on the port bow, we arrived in Morro Bay. Our hats are off to the Coasties, in particular, Senior Chief Lars Kent, the skipper of the tow vessel *Barracuda*. These guys did an absolutely outstanding job in terrible conditions.

Many times since then we've asked ourselves what we could have done to prevent the situation from developing, what we could have done differently, and what we've learned.

Mistakes. We think we probably hove-to at the right time, but perhaps deployed our Para-Anchor too soon. Although conventional wisdom says you should heave-to when you first think about it, deploying a parachute has its own set of problems — as outlined above.

Should we have resumed sailing rather than deploy the Para-Anchor? Hindsight makes me wish we had, but at the time it seemed like the right thing to do. Not getting the boat stabilized was a bad idea, as swinging around by 40 degrees or so causes all kinds of trouble. As we found out, the rudder slamming around and the waves hitting the side of the boat eventually take their toll. We simply hadn't been out in such conditions with this boat and therefore didn't know how she'd behave.

When the brake wouldn't hold the wheel in place, I tried tying the wheel down to one of the big winches in the cockpit. Even though the line had some stretch to it, I think the shock forces of the rudder slamming the wheel hard over are what eventually caused the quadrant to fail.

Observations. Once we were on the Para-Anchor, we were left with few options. Even if we could have motored up to the anchor, it's unlikely we could have pulled it back aboard. At that point, our only option would have been to cut it loose. In fact, this is what we ultimately had to do in order not to foul the Coasties' tow lines. In either case, you end up beam to the seas while trying to raise sail — which is not a happy prospect.

We hope someone doesn't suggest that one should set storm sails or reef the main and mizzen before trying to recover the Para-Anchor. Can you imagine your sails flogging in 45 knots of wind for the long time it would take you to pull the Para-Anchor back aboard?

It's not recommended that you have a trip line all the way back to the boat, as it will likely get fouled. So it's suggested that the trip line be no more than 100 feet or so. Based on our experience, it would be impossible to get to the trip line in such conditions.

Our conclusion? Think ahead and evaluate all your alternatives before you deploy your \$1,300 — total set-up cost — Para-



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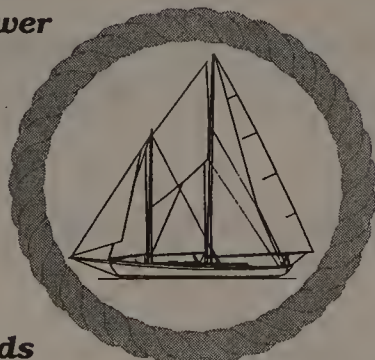
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LETTERS

Anchor. We think it should be reserved for true emergencies.

We'd like to try the Pardey's idea of setting the Para-Anchor — also using a snatch block so the boat would be hove-to at an angle. But rather than running the line through the hawsehole, we'd think about running it out through the bow roller with chain on the first few feet. To that chain, we'd propose to attach a chain hook with a pendant running back through the hawsehole to the deck cleat. That should take the strain off the bow roller. Then we'd set a snatch block on the line, per the Pardeys, to the amidships for directional control. We think this would enable us to take strain via the chain hook and snatch block, while being able to cut both of these loose as necessary and retrieve the line via the bow roller and windlass. Maybe.

We haven't replaced the Para-Anchor yet. We hear lots of people advocating running off before a blow, but we suspect there is a time and a place for both heaving-to and running off. We'd very much like to hear other opinions on the subject.

Mike and Joyce Creasy
Nereid, Wauquiez 43
Alameda

Mike & Joyce — You and other sailors concerned about heavy weather might be interested in Steve and Linda Dashew's soon-to-be released book, *Surviving The Storm, Coastal And Offshore Tactics*. It's filled with many first-person accounts from experts and amateurs alike about responding to heavy weather. One of the situations that might interest you the most is that of the boat Freya in last November's terrible storms off New Zealand. In truly dreadful conditions, the family crew set a Para-Anchor off the bow with the recommended 3/4-inch nylon line. In something like an hour, the line parted — as if it had melted — some 10 feet from the bow on the Para-Anchor side. Apparently it's common for frequently stretched three-strand nylon to develop enough internal heat to melt.

The Dashews would concur that there are times and places for a wide variety of responses to storm conditions, and it's important to understand the limitations of each. The just-released fifth edition of Adlard Coles' classic *Heavy Weather Sailing*, by Peter Bruce, gives a similar warning about both parachute anchors and drogues. As Elaine Bunting wrote in her October '99 *Yachting World* review of the book, "For example, parachute anchors and drogues, once seen as ideal solutions, now come with a caution. In many cases cited, the difficulties and dangers of using them greatly outweigh the advantages."

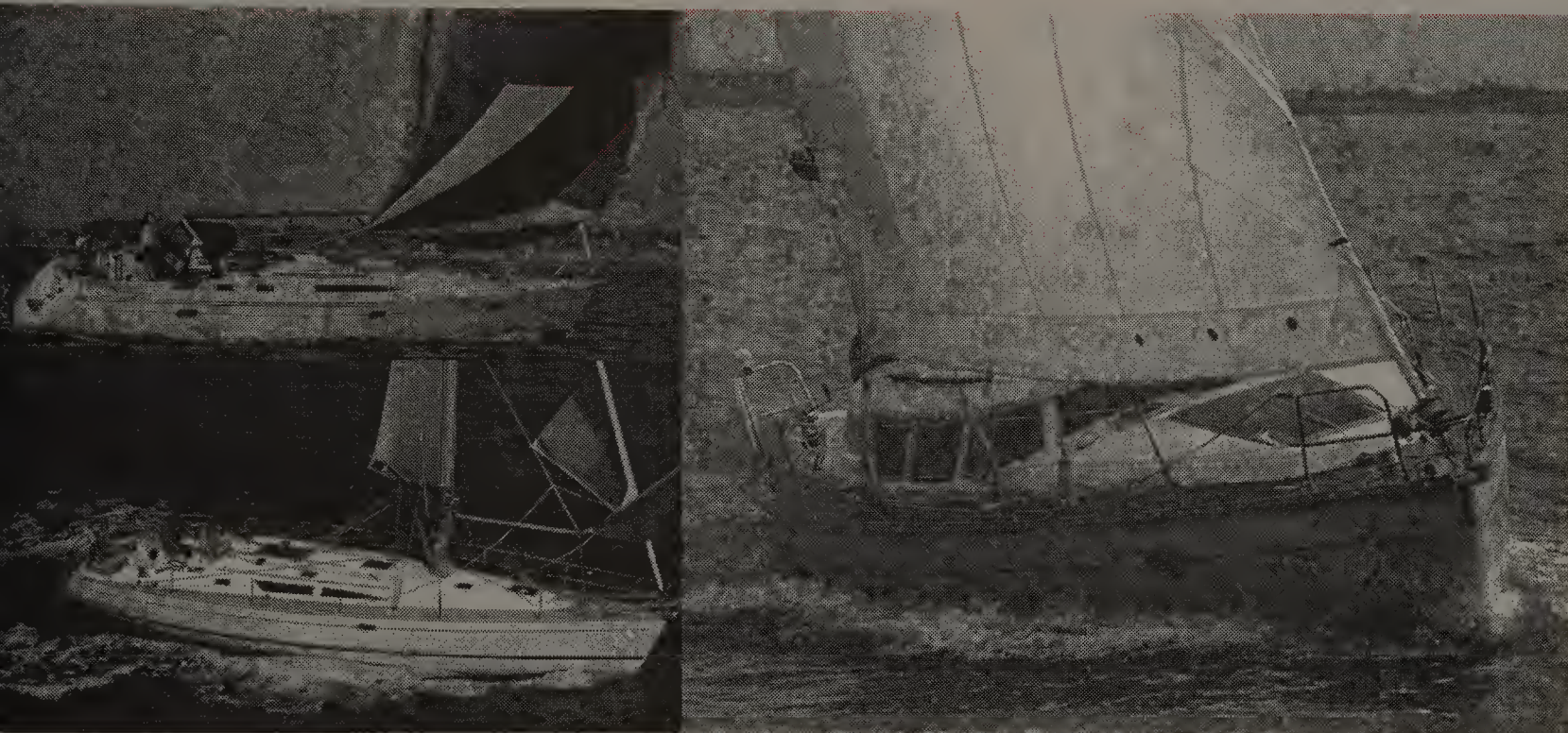
As if to support that opinion, earlier in that October issue of *Yachting World* is a report by Tim Trafford of using an 18-foot Para-Tech sea anchor on 600-feet of line when his 55-foot ketch was caught in 45-knots of wind — with gusts to 60 knots — off Chile: "By 1900, the sea anchor was fully deployed. The motion was appalling. Ardevora was pitching heavily: chafe marks later seen on the stem indicated up to 45° above and below horizontal. She was also rolling her gunwales under and yawing up to 40° either side of the wind." After four hours of carefully adjusting the rode to reduce chafe — and worrying that, 1) The rudder would be damaged from occasional rapid surges backwards, or 2) The two Lewmar 65s taking the load would be ripped off the boat — the one-inch line parted. "The relief that it had gone was just — I don't know what — but like throwing off a huge weight, stress just went. We immediately lay ahull and it was as if the wind had died, gone were the dreadful yawing and rolling."

Let's be clear on our point: It's not that parachute anchors aren't any good or might not be the best storm survival tactic for a given condition, but rather that they may not always be the best response to heavy weather, and that they may present tremendous problems for their rodes and boat rudders.



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LETTERS

DESERVING MORE OF PRAISE

Having made the trip like so many, I read the *Hard Lessons Of A Baja Cruise* with great interest. Taken in total, Pierre Lorillard's adventure deserves more praise than criticism.

Cruising — in fact small boat operation in general — is not just about mistakes and misfortune, but about how these challenges are handled. On that basis, Lorillard is a pro. For my next ocean cruise, I would prefer to be with a sailor who has the experience Lorillard has gained — rather than the dockside observer who has never dragged an anchor, gone aground or broken something major.

Steve Carr
Isis & Captiva
Redwood City/New Orleans

Steve — We think Lorillard deserves praise on two counts: 1) For having the guts to share the somewhat embarrassing mistakes he made so that others might learn from them, and 2) For the way he responded — as you pointed out — so positively to the challenges he faced. We loved the way, for example, that he and his First Mate respectfully declined the Coast Guard's helicopter rescue to stay with their beached and possibly destroyed boat. On a remote island. In the middle of the night. With a bunch of grizzled Mexican fishermen.

On the other hand, we think that Lorillard would agree that it's no particular honor to be a "pro" at responding to challenges that could have — by his own admission — been avoided in the first place.

TWO YEARS LATER AND HE'S STILL WHINING

I was under the impression that the prime directive for the Baja Ha-Ha has always been 'No Whining'. That's why I'm surprised that *Latitude* gave Ethan Hay almost two full *Letters* pages in the October issue to do just that. But alas, the fault is mine, for I am the bumbling, stubborn, incompetent owner/captain portrayed in his letter. It is I who regretfully invited Mr. Hay along on the '97 Ha-Ha. Two years have passed and Hay is still whining!

There's just one problem: his addled account of his experience is riddled with errors and lies. For example, after nine months of cruising Mexico, I have yet to see a 10-gallon water bottle. Have you? I can't imagine a Mexican granny being able to carry a 10-gallon bottle. Actually, I bought ten 5-gallon bottles for \$1 each.

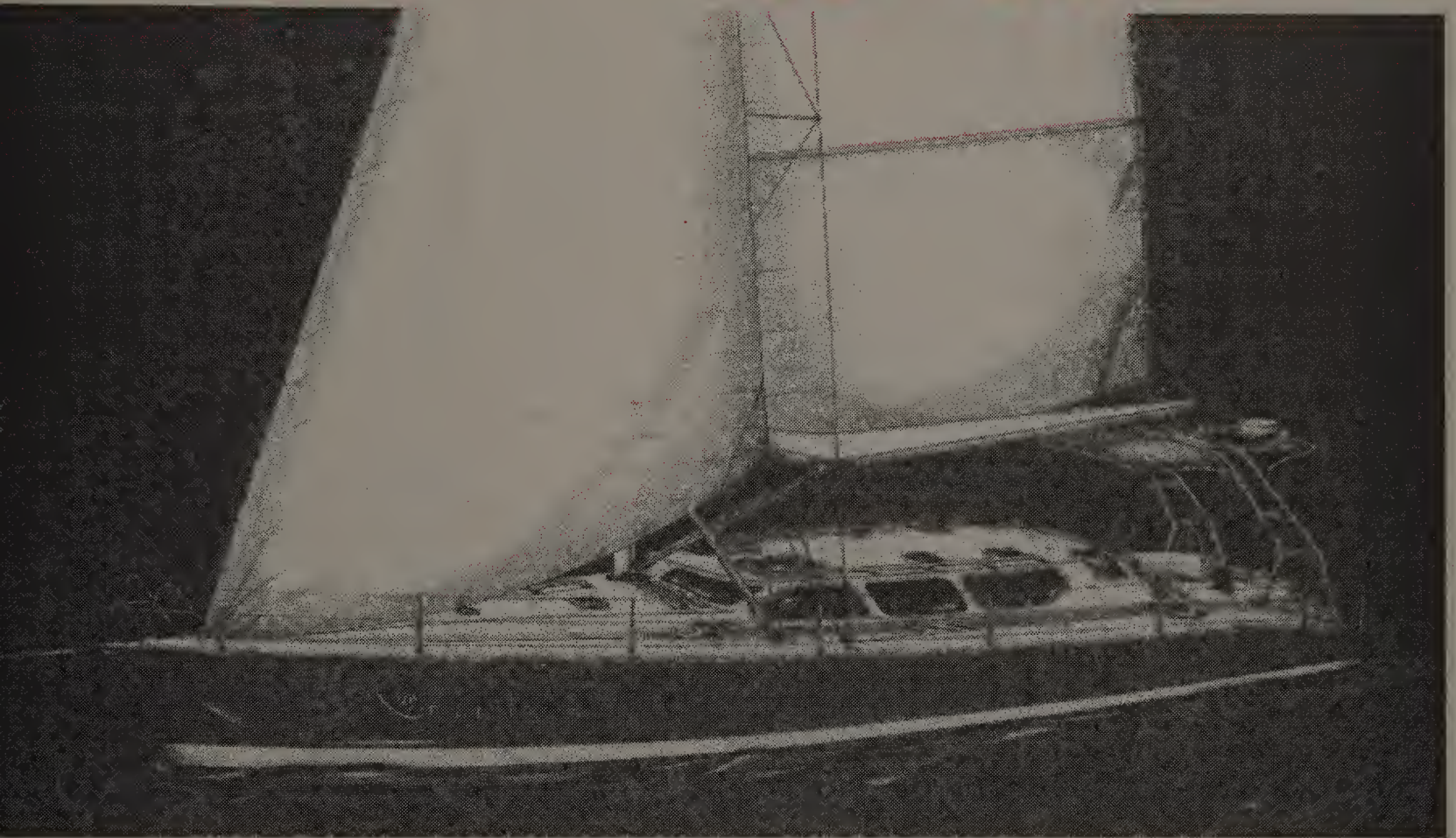
Hay taught me how to wash dishes in seawater? The boat came plumbed with a seawater foot-pump in the galley sink. Further, I don't recall him washing a dish during the entire trip. He snivels because nobody wanted to get drunk with him at the end of the cruise. Awwww. I'm sure he has some positive memories of the Ha-Ha — he can just make them up. But do I have to spend the rest of the day debunking Ethan Hay's remembrances — or can I get on with my life?

Before I close, I have to ask what was the purpose of this hit piece? I think it was written to discredit me and make himself look wise and well-travelled at my expense. After all, Hay is looking for another ride down to Mexico this year and I'm sure he wants to look really good to any potential owner/captains out there. Go ahead, ask him. I sure as hell wouldn't.

J.C.
Mexico

J.C. — If Hay's primary purpose had been to write a 'hit piece', don't you think he would have mentioned your name, your boat name or type, or otherwise given some hint as to which of the 120 boats he'd been on? He did none of those. Indeed, 99.99%

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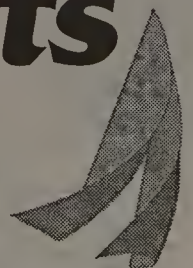
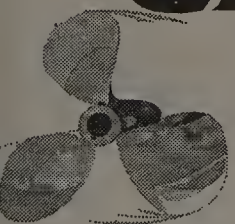


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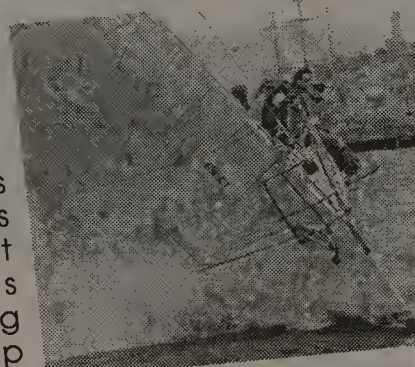
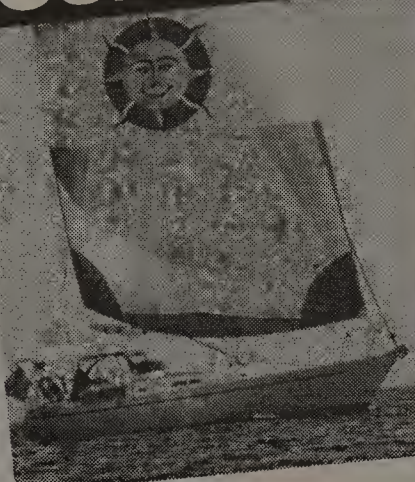
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LETTERS

of our readers wouldn't have known who he'd been talking about if you hadn't identified yourself. Actually, we've decided to print only your initials and withhold your boat name precisely for the purpose of preventing you personally from being the object of ridicule.

While Hay may indeed have also been trying to give you a slight private needling, we think there were substantive reasons for him to have written: 1) To indicate that water is available in Turtle Bay; 2) To report that the people of Turtle Bay had been very helpful and friendly to him; and 3) That it's not always a good idea to expect to install gear offshore. We thought it was a legitimate informative letter — and still do. Now that you've both taken a couple of swings at each other, can we leave the personalities out of it?

One clarification in closing: While Latitude 38 founded the Baja Ha-Ha and continues to support the event, it is now entirely owned by a completely independent non-profit — although not by intent — corporation.

NEW REELS CATCH FISH

About a month ago, I read something in *Latitude* which questioned whether a seaplane on the water was considered a boat, and if so, where it would fit in the pecking order of the Rules of the Road. If my response is a little late, it's because I was on a ship in the Persian Gulf when I read the item — the magazine having been sent to me by my wife in a 'care package'.

Anyway, I hope this will help anyone having trouble remembering the pecking order: New Reels Catch Fish So Purchase Some — or NRCFSPS. 1) Nuc (Not Under Command). 2) Ram (Restricted In Ability To Maneuver). 3) Cbd (Constrained By Draft). 4) Fishing. (Commercial only, all types except trolling). 5) Sailing. 6) Powerboat. 7) Seaplane. For details, refer to the bible: *USCG Navigation Rules COMDTINST M16672.2C*.

Oh, and if anyone is going to push the issue of sailboats and powerboats by classifying a 900-foot ship as a powerboat, please remember that a large ship needs the better part of a mile to alter course — and, due to momentum and the complexity of machinery, considerably more than just a mile to come to a stop.

P.S. Great mag, been reading it for years.

Ray Hatch
USCG Master ASA Sailing Instructor
Novato

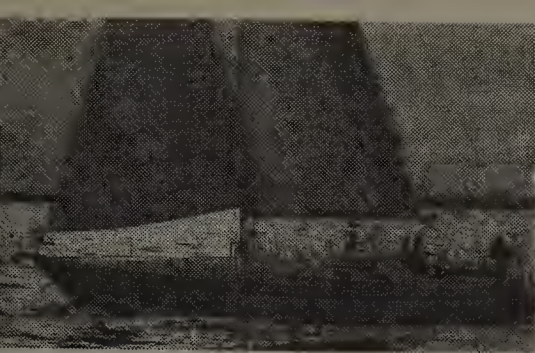
Ray — The 'New Reels' is something we hadn't heard of before; thanks for sharing it — and the kind words. As for large ships, we know to stay out of the way. We were once privileged to be able to make the trip from L.A. to San Francisco aboard the President Jackson, a 960-foot container ship belonging to American President Lines. As we recall, the captain shut down the power and 'coasted' from Davenport to the Lightbucket — a distance of 50 miles or so.

DROPPED PROPS

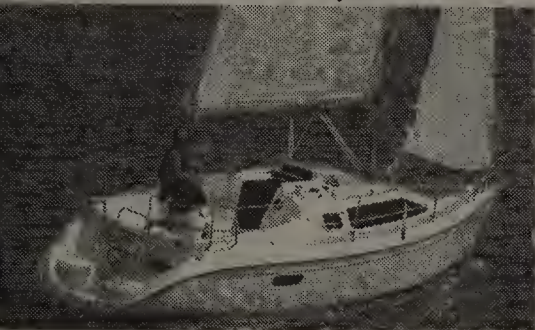
On page 54 of the July issue, there was a letter from Ray Taylor about folding props falling off. We've experienced the same problem three times. Taylor wanted to hear from other people who've experienced similar problems. Do you have a phone number or other address for him?

George Kuperis
C'est Si Bon
gkuperis@hotmail.com

George — Sorry, but we no longer have it. We've printed your email address so he can contact you.



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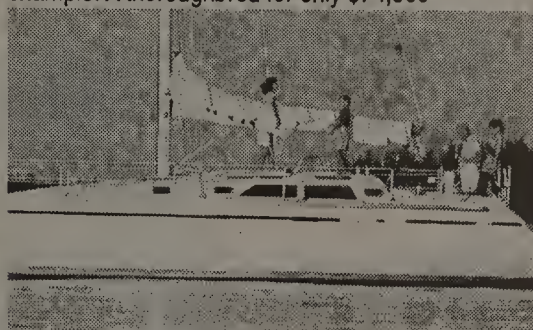
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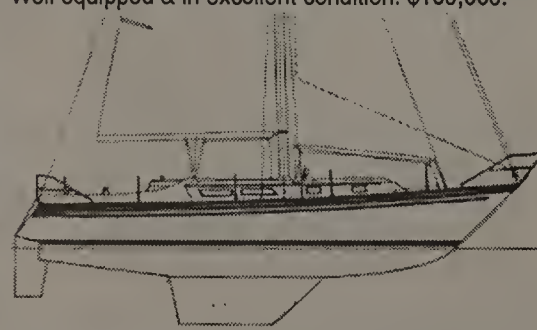
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LETTERS

GOOD GOLLY, MISS MOLLY!

Mike Fitzgerald's article on Sausalito was interesting. We've called on the 'little willow' several times while transiting between the rain and gale swept Pacific Northwest and sunny Mexico.

But we take vigorous exception to Fitzgerald's reference to Molly (sic) Stone's supermarket. No matter what you buy there, it's a flagrant rip-off. Friday Harbor, in the San Juan Islands, is a close contender for the title of the maximum rip-off, but nonetheless has to yield to Molly (sic) Stones.



With such high prices, it's a small wonder that many cars in the parking lot only had one cellphone. We even saw several that didn't have any! With Molly (sic) Stone's prices, one is clearly forced to choose between sustenance or a properly equipped vehicle.

Pete Kantor

Tsaritsa

Friday Harbor, WA/San Diego

Pete — Unlike 25 years ago, Sausalito is now home to web start-ups, software entrepreneurs, webmasters and mistresses, and 80-hour work weeks. Since the new locals work so much, they hardly have time to spend their stock option money, so they can easily afford Mollie Stone's prices. And frankly, we'd rather have just a little of Mollie's wine herring than a whole pizza from Costco — and we love Costco. There's a bonus, too. Once you become accustomed to Marin and San Francisco prices, the rest of the world seems like a ridiculous bargain.

RIGS AND ANTENNAS

As I write this, *Tropicbird* is currently at the Hawaii YC and I'm back in the office working for a couple of weeks. But by the time anyone reads this, I should have returned to the boat, sailed her to Fiji, and later put her in dry storage in Australia for the cyclone season. In any event, I thought I'd pass along a few tips based on my latest trip.

1) Always doublecheck any outside work you have done on your boat. I had to abort my initial attempt to sail from San Diego to Hawaii after about 75 miles because the roller furler failed to furl. The problem was that the riggers — a very well-known San Diego outfit — had serviced my furler incorrectly. They'd put Tef-Gel, which is a grease, on the three-torque tube screws, rather than the Loctite that the furler manufacturer, Harken, called for. The Tef-Gel held for a couple of trial sails in San Diego Bay and for a daysail down the beach to the Mexican border. It took a night of sailing upwind on the way toward Bishop Rock for the screws to vibrate out of the torque tube. I recall Mike Plant having a similar experience with the fittings holding his rig up.

The riggers may have been confused because Harken changed the design of the torque tube when it introduced the Mark III furlers. The newer units use a different fastener that should be bedded in Tef-Gel, while the older ones use flathead screws secured with Loctite. I'm sure that the riggers who worked on

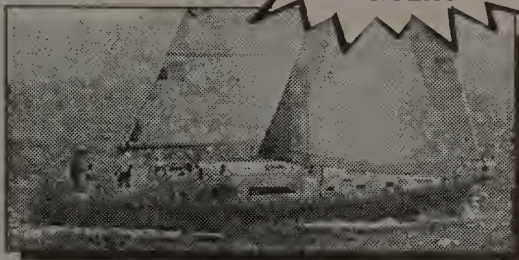
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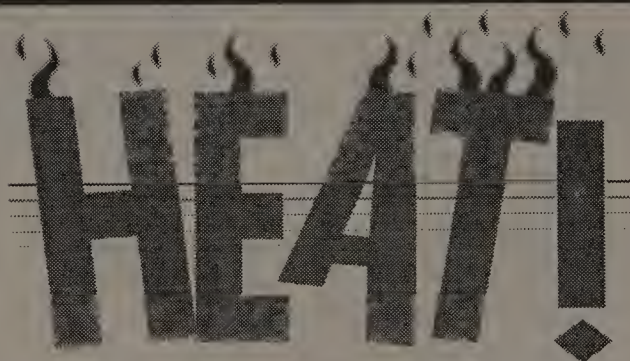
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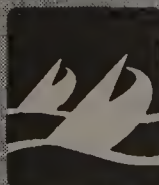


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LETTERS

my boat have installed and assembled hundreds of the older units and, as called for, put Loctite on them. But I bet they put mine together without referring to the correct older instructions and got confused. I also believe that riggers have a natural inclination to put things together with Tef-Gel or Neverseize, because at some point they envision having to take them apart.

Needless to say, the riggers were a bit chagrined when they came to work after the holiday weekend to find me tied up at their dock with the Harken instructions and Q-Tips with grease samples on them. Fortunately, except for an adrenaline rush, a sleep-deprived night hove to outside San Diego Bay, and a few days delay, no harm resulted. Needless to say, I bought a couple of extra tubes of Loctite. From now on, anytime anyone works on my rig, I'm going to wait until they are done, then go up and pull a few fasteners off to make sure they have the right stuff on them.

2) My second tip involves a cheap and simple way of setting up an external antenna for the Magellan GSC 100/Orbcomm. I bought the Magellan unit just before I left, but was unable to purchase the external communications antenna because they weren't in production yet. After a few days of standing on the companionway ladder, waving the whip antenna out the hatch, and waiting and waiting and waiting to connect to a satellite, I knew I had to make my own antenna.

So, I removed the GSC 100's attached whip antenna — there is an alignment mark when you fold the antenna back showing where the antenna unlocks. I put a BNC to PL-259 adapter — usually used to connect a handheld VHF to the yacht's antenna, West Marine SKU 261859, \$6.49 — onto the GSC 100. Then I unscrewed the cable for the VHF antenna from the back of my VHF radio, and screwed it to the adapter — and thus to GSC 100. It works like a charm! The GSC 100's frequencies are a little lower than marine VHF, so the ideal antenna would be a little longer. Even so, the signal through a marine VHF antenna is a lot better than with the GSC 100's attached antenna. The 3db gain of the VHF antenna particularly seems to help in reaching satellites low on the horizon.

I was able to send and receive email messages in standard mode all the way to Hawaii — which Orbcomm tells me should be almost impossible. Sometimes I would have to wait a while, however, as I needed a satellite trajectory that would pass to the northeast — where I could see the satellite and the satellite could see an earth station at the same time to make a standard mode connection. But waiting was no big deal with the GSC 100 sitting securely behind a fiddle next to the chart table, hooked up to the power cord and the yacht's VHF antenna. I would just queue up my mail to send, and eventually it all went out and my incoming mail would arrive. Meanwhile, I could sleep or read or eat or navigate or sail or take a shower or whatever — and not waste my day waving the GSC 100 out the hatch.

Frankly, I think any VHF antenna with clean connections and appropriate coax will work. *Tropicbird's* VHF antenna is an inexpensive regular Metz stainless whip mounted on the stern rail with about 20 feet of RG8X coax. At Hawaii YC, I helped Holly Hilton connect her GSC 100 to the masthead VHF antenna aboard her family's Beneteau First 45.5 — which has about 60 feet of coax. It also works well. Holly sat at the Aloha Dock sending and receiving in standard mode — even though she'd never been able to do that with the GSC 100's attached antenna.

Leslie C. King III
Tropicbird, Wilderness 40
Santa Fe, New Mexico

Readers — During a subsequent telephone conversation, King reported that Magellan Orbcomm lived up to its claims — as long



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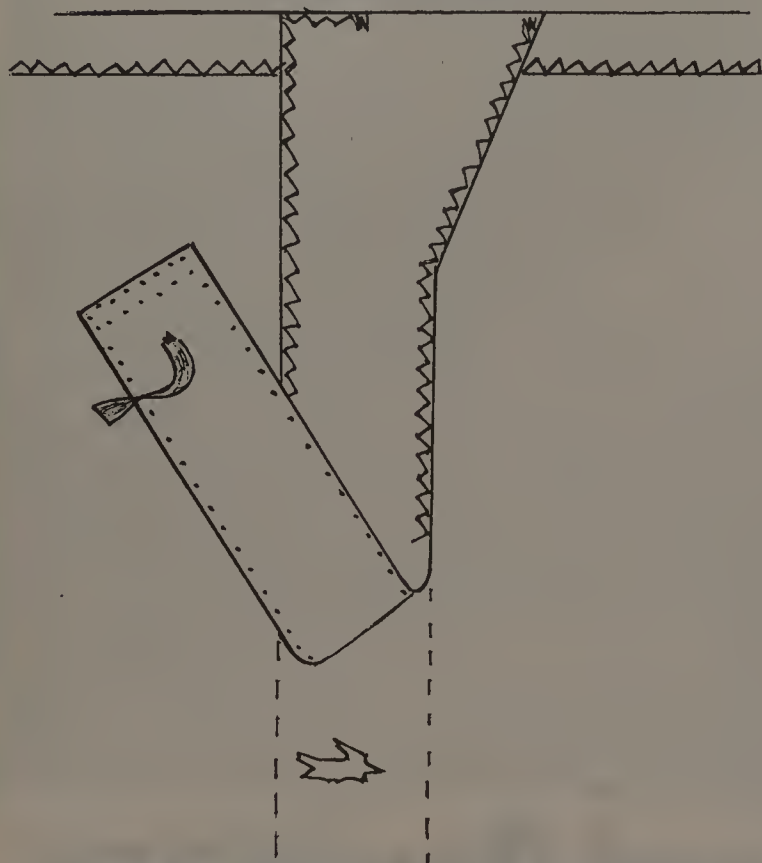
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LETTERS

as you understood its limitations. He was quite happy with it.

WEBSITE FOR LOCAL WEATHER

Do you know of a website where I can find real time weather for Sausalito? I'm looking for photos, wind speeds, temperatures, and whether it's sunny or cloudy. I come down from Santa Rosa and it would be great to know what to expect when I get there.

Jay True
Santa Rosa

Jay — We don't know of a site that provides such detailed weather for Sausalito. Even if there was, we don't think it would be helpful. The problem is that nowhere in the Bay does the weather change as quickly or dramatically as in Sausalito. For example, one of several typical days in Sausalito goes like this: Warm and sunny from 0800 to 1300. Windy and cool from 1300 to 1700. Howling and freezing from 1700 to 1930. Light breezes and surprisingly warm from 1930 to 2200. Furthermore Sausalito is riddled with microclimates. In a quarter mile there can be a 20-knot difference in windspeed and a 20° difference in temperature.

If we may be so bold, we think what you're looking for is actually a broader picture. We suggest you go to our links page at latitude38.com and look up Real Time Wind Patterns on San Francisco Bay. This site provides hourly updates on the windspeeds everywhere in the Bay. Armed with this information, you can get a realistic idea of what the weather is like — and likely to be — on the Bay. After all, often times it's idyllic in Raccoon Strait when it's howling in Sausalito. While at our links page, we also suggest you check out Real Time Bay Views from Sybase, Inc. — which gives a view from Emeryville out toward the Golden Gate; and Real Time Slot and Treasure Island Views courtesy of KPIX. There are probably other good ones — which we'd like to hear about.

As for Bay Area marine weather, check out the National Weather Service's site at www.nws.mbay.net/marine.html. One of our personal favorite sites is www.nws.fsu.edu/buoy/sw.html, which gives current wind and wave information — as well as enormous historical data — from all the weather buoys along the coast of California.

THE YOTREPS SCHEME

Many cruisers only discover the YOTREPS scheme after they've set off and when it's almost too late. For boats on passage, the radio sked is often a part of the daily routine that's looked forward to. It may be the only reminder that you're not alone on the planet — and a time to find out how other boats are doing and what kind of weather might be coming your way.

Radio nets are regularly formed between groups of cruisers and sometimes land-based stations. By taking turns as the net 'controller', cruisers routinely pass on position and weather observations, and other information that could be of interest to weather forecasters and interested friends and supporters at home. Unfortunately, very few radio nets actually make use of the information they collect — come the next day, it's usually discarded as the new set comes in.

Late in 1997, in a move to improve communications between net forecasters and boats on passage, the YOTREPS scheme was established. The name was chosen more because it fitted an existing messaging system rather than for its appeal. It was thought that someone would soon think of something better, but it's not happened.

However, by using a brief, formatted email report, net controllers or single boats are invited to forward their reports to an email address that's linked to forecasters in New Zealand, Fiji

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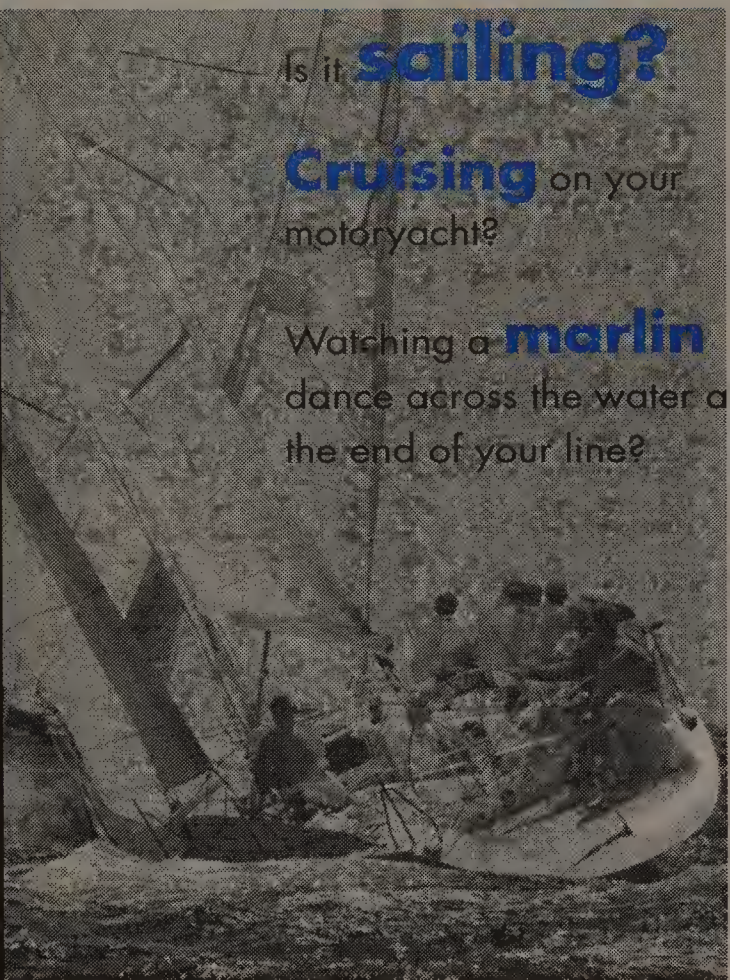
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Congressional Cup, Long Beach Yacht Club, 1996. Photo by Geri Conser.

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LETTERS

and the United States — and also a website data base. This is connected to a plotter that shows a chart with positions of the most recent check-ins. By typing in a boat's name or call sign, shore-side friends can see a plot of the boat's last 10 reported positions.

Speaking to this year's arrivals in the southwest Pacific, several have said how useful they would have found the scheme had they known of it earlier. So if you're planning such a voyage, why not check out the YOTREPS web site? It can be found by following the links from www.pangolin.co.nz and, in addition to the plotter, contains downloadable software to help with forwarding reports. If you happen to be a radio amateur — which is certainly not a prerequisite — see also: The Pacific Seafarer's net: www.wcinet.net/~aspect/sf.htm and Ken Mayer's plotter page: www.bitwrangler.com/yotrep.

Mike Harris
Nelson, New Zealand

IF IT AIN'T BROKE

Hey man, *Latitude's* website came up on my computer in one second flat. Actually it was probably less, as I expect it took me that long to look up and find the home page was already there.

Do you have any idea how refreshing it is to click on something and see it come up before your eyes? Spartan web sites are great! I'd like to see lots more of it on the web. But when I get frustrated and start to think of tossing my very expensive PowerBook out the window, I know I can click on over to *Latitude 38's* site and click away and watch pages come up before my eyes — instead of dots getting painted, one by one, before my eyelids.

It ain't broke, don't 'fix it' too much, okay?

Doris Lea Tuck
San Jose

Doris — Okay.

A CANADIAN RECOMMENDS THAT YOU BUY AMERICAN

Shortly before my 72nd birthday, I left La Paz on what turned out to be a non-stop singlehanded passage to Gladstone, Australia. It took 83 days. Some of the equipment I had onboard included a new Garmin GPS and, as a backup for my old Navik, a new Autohelm ST4000 Tiller Autopilot. Eleven days out of Mexico, the Autohelm autopilot quit, and all I was able to use it for was a compass when setting the Navik at night. During a tropical squall near Tavalu, the paddle shaft on the Navik's underwater paddle parted, so that was it for the Navik.

Soon after arriving at Gladstone, I turned the GPS and the tiller pilot in to their authorized agents. The Navik is long out of warranty, but the underwater paddle and shaft were relatively recent replacements. The weld looked faulty to me, so I contacted Scanmar, who told me to send a photo of the weld and they would forward it to France. Very shortly after that, I received replacement parts from France — along with a very sincere fax expressing their regrets. The GPS was returned in about 10 days and has been all right ever since.

Which brings us to Autohelm. The autopilot was also returned in about 10 days. It only worked for one day, however, so I returned it to the authorized agent while I went on a four-week tour. Upon my return, I learned that the original agent had suffered serious and unexpected health problems and therefore had closed his shop and transferred to a new agent. The original agent told me that the unit had been sent to the distributor in Sydney for repairs, and by now should be back at the new agent. The new agent knew nothing about it. Mr. Kydd, who seemed to be in charge of the Sydney office, denied any

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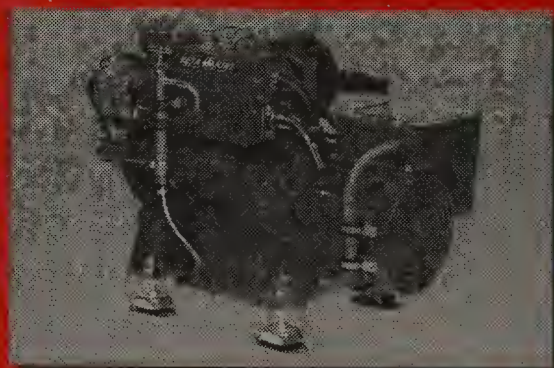
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LETTERS

responsibility, and insisted that I report the loss to the police.

Having reached a dead end in Australia, I sent off a special delivery letter — with supporting information — to the Autohelm office in England. Approximately three weeks went by with no response.

Giving up hope, I called my wife and asked her to order a new Autohelm Tiller Pilot from Defender. When she called Defender and told them what had happened, they suggested she call the U. S. distributor. When she did, she spoke with Mike Ryan, who asked her to fax him the information she had — and within three hours she had a call from him saying that he had called England. Ryan had been assured that I would be getting a replacement, but said that if I didn't get anything in a week, he should be contacted again.

Nine days passed with nothing from anyone, so my wife contacted Ryan again. Within an hour he had returned her call saying he was now certain that action was to be taken and that I would be informed. In a day or two, I received faxes from both England and Sydney saying that a new unit was on its way. Ten days later it arrived — eight months after being turned in.

The moral of the story? Purchase your equipment in the U.S., and at the first hint of a runaround on the warranty in another country, contact the U. S. distributor!

B. E. Shetterly
Winnipeg, Canada

B.E. — Congratulations on your terrific voyage.

As for the moral of your story, it couldn't be more spot on. While U.S.-style capitalism may have its faults, it sure has its good points — such as mostly excellent warranties and reasonably fair return and exchange policies. How bad can these policies be in the rest of the world? Wal-Mart stores in Germany have been brought before the German version of our Supreme Court. The charges against them? That Wal-Mart's 'satisfaction or your money back, no questions asked' policy gave them an unfair business advantage over competitors — who presumably want to retain the right to stick customers with defective goods. *Buying American is smart.*

↑↓RUNNING LIGHTS

On page 52 of the September issue of *Sail* magazine, it's stated that navigation lights that are mounted on the surface of a hull — and not above it — are illegal. As readers of *Latitude* must know, there are many boats which are equipped in just this manner. These include Catalinas, Cheoy Lees and Ericsons, to name a few.

There are various good reasons to mount a lamp in the hull and not on the superstructure or pulpits. These reasons include protection from moisture and from mechanical damage. On Cheoy Lees, the bulbs can actually be changed from inside the boat while underway without getting wet, which is kind of a nice feature.

Anyway, a lot of us own boats with navigation lights mounted on the hulls, the lights work, and it would be a pain to have to replace them — if as reported in another journal — they no longer comply with the law. What's the deal on this?

Robert Chave
San Pedro

Robert — According to the just-released updated revised third edition of *The Annapolis Book of Seamanship* by John Rousmaniere, "Sidelights may be placed on either side of the bow, in the shrouds, in a single lantern on the bow, or — in sailboats smaller than 66 feet — in a tricolor atop the mast." There was no mention of sidelights in the hull being illegal.

So we consulted with Capt. Larry Hall, Commander, Group

Bon Voyage!

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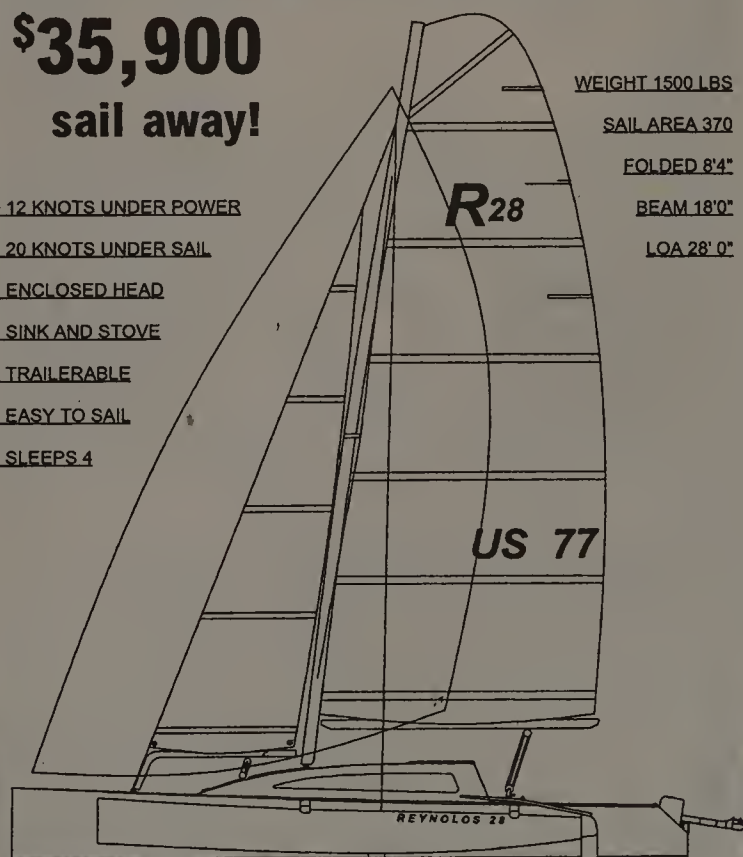
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LETTERS

San Francisco of the Coast Guard. His search of the rule book turned up nothing indicating such lights are illegal. So we wouldn't worry about it. Besides, if they were ever made illegal, the ones already in place would surely be grandfathered.

What's the most common violation recreational sailors make regarding running lights — other than not having them on between dusk and dawn? Having a tri-color masthead light and deck-level running lights on at the same time. You can have one or the other on, but not both.

HAMSTER WHEELS FOR THE BOYS

Here's a quote for you:

Jeanne Barbara, the mother of teenage boys Sam and Lee, was standing on the docks with me watching her sons practice capsizing and righting their Lasers. For quite a while, they seemed content to keep doing this. She finally turned to me and said, "I think we've finally found the perfect hamster wheel for the boys."

Katy Patton
Commodore, Rogue YC
Medford, OR

Katy — Responding to simultaneous mental and physical challenges is not just the 'perfect hamster wheel' for boys, but for men also. Get us out on our boat and we're perfectly content to spend the entire afternoon fiddling with the various sail controls to get the jib telltales and mainsail leech telltales flowing 'just so' in order to eke out an extra tenth of a knot of boatspeed. For those searching for the meaning of life, forget the meditation robes and trips to Kathmandu, it's as close as getting your boat to sing.

PRIVATE CHARTER IN THE SOUTH PACIFIC

G'day! We're a family of five living in Sacramento: Sue and I are both in our 40s, and the kids are 12, 10 and 6 — and we'd all like to charter a boat for a month or so next year in the South Pacific. We've sailed quite a bit together, and Sue and I built and sailed our own 30-ft sloop from South Africa to the States 14 years ago.

We're working on getting another boat together, but in the interim we need to do some sailing. Our whole family had a great week chartering in the San Juan Islands last year and would now love to sail in the South Pacific. Alas, we don't have the \$8,000+ it would cost to charter a boat there from The Moorings or other outfits for a month. We don't need anything fancy just a 36 to 46 footer that floats. What we really want to do is go through a private owner.

Any ideas on whom to contact? Do you think an ad in *Latitude* would work?

Justin Malan
Sacramento

Justin — We're not sure how many private parties would be willing to 'charter' their boat in the South Pacific to a family of five, as there are major insurance and liability issues. And who would pay if the dinghy/outboard were stolen or there was major damage? On the other hand, there are always cruisers who would risk quite a bit to earn a few thousand and therefore be able to extend their cruise for another six months or so. We don't know if taking out a Classy Classified would result in your chartering in the South Pacific next year, but we do know that it would get the word out. Good luck.

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I'm chewing over the pros and cons of an inflatable as opposed to a rigid dinghy for use as a tender to our Tayana 37 on

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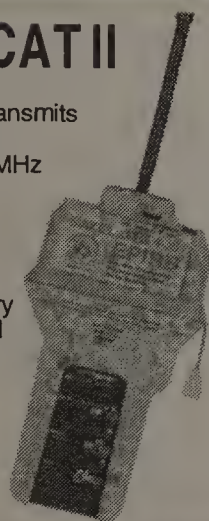


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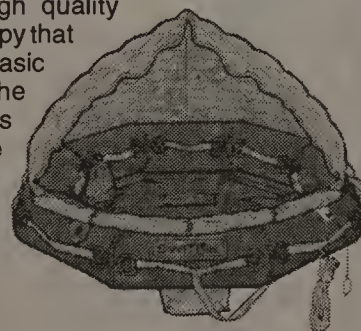
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LETTERS

our next cruise. We used and liked the 8-foot Apex RIB we had on a South Pacific cruise a few years ago. Before buying another, however, I'd like to benefit from the views of *Latitude* and your readers. Does anyone have experience with the Fatty Knees or the 8-foot Trinkia? Either would stow tidily on our deck — and row better than an inflatable, of course. But inflatables are more stable. I'd value other thoughts.

Derek Warton
South San Francisco

Derek — We pretty much said all we had to say on dinghies in the October Dinghy Intelligence article. But let's see what other readers have to say.

↑↑ I HAVE THE RIGHT OF WAY

Last year I wrote a letter, which was not published, in response to several letters to *Latitude* regarding cruising in the Pacific Northwest and British Columbia. I also mentioned the unfortunate loss of four Coast Guard Servicemen's lives involved in the rescue of two very foolish sailors off the coast of Oregon (I believe) in the dead of winter. Even though your magazine is tailored for sailors, it is very well written and includes valuable information useful to all sectors of the marine genre. In particular, I am retaining the October issue as a reference source for me as a first-time cruiser into Mexico.

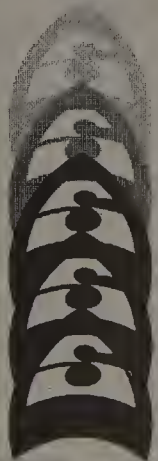
I now write to discuss some of my experiences in San Francisco Bay while cruising south.

The North Bay is becoming very crowded it seems. Coming down from Bodega Bay on a Sunday afternoon, after passing under the Golden Gate Bridge, I literally had to jockey and maneuver my way through various fleets of racing and cruising sailboats, which presented the potential of collisions at every turn. I made my way through this seemingly endless 'minefield' to find there was no berthing to be had anywhere in Sausalito — including my old home port of Schoonmaker Point Marina. Both yacht clubs in Tiburon were full, and since I wasn't willing to moor at the Sausalito YC or anchor out, I crossed the Bay. I spent one long night at Pier 39, where I was charged \$50 for the 'privilege' of enduring the worst marina surge I've experienced in over 30 years of boating!

I boarded an out-of-town guest and cruised around the Bay on a weekday to show her the sights. I was further unimpressed at the local sailors' seeming disregard of common courtesy regarding Rules of the Road, giving way, and so forth. There seems to be a lack of courtesy — maybe even an air of superiority on the part of many Bay Area mariners, both power and sail. It's a mindset not unlike that of California vehicle drivers.

The most alarming display of complete disregard for Rules of the Road, common courtesy, common sense, and probably ignorance of signals, happened when I entered the San Francisco Marina. I was slowing from three knots westbound on the north side of the narrow channel and just about to reverse course to port and land starboard-to at the pump-out dock when this 50-foot flybridge, twin-screw, plastic sportcruiser came steaming alongside too fast for the conditions and situation, and without giving a signal or showing any concern at all for what he was doing. This in-a-hurry, totally ignorant, inconsiderate, and borderline unsafe skipper passed my portside without so much as a nod! I was so shocked and so busy controlling my boat to avoid a collision that I failed to note the vessel's name. An omission I regret, for I would love to have had a conversation with this person!

My hope would be that he learned something that day. I know I did — trust no one but yourself, and be ever vigilant out there. By the way, I had cleared myself about a minute earlier so he must have been coming in pretty fast. I'll never again fail



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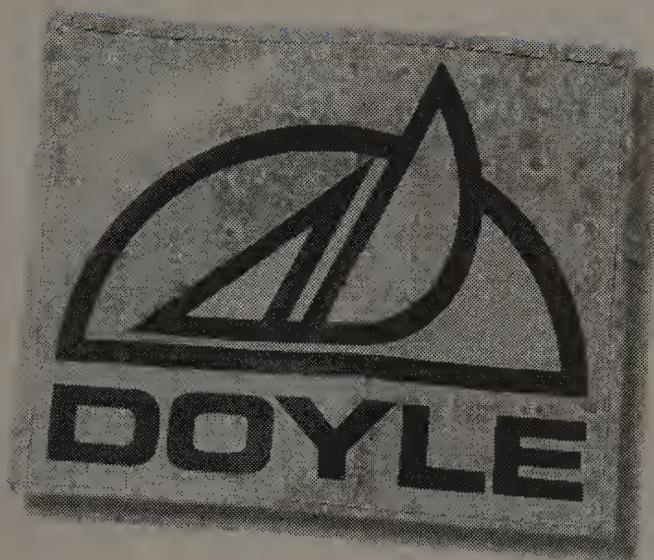
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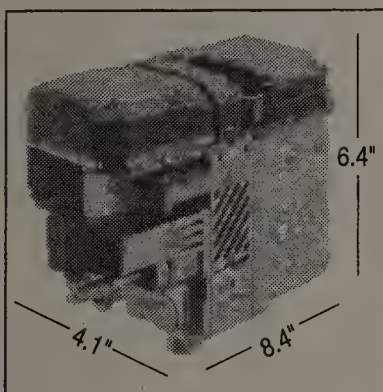
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LETTERS

to clear myself immediately before turning. Lesson learned.

I'm now pleased that you did not publish the letter I wrote last year, because in it I had invited any and all to come on up and enjoy what we enjoy in the Pacific Northwest — the limitless beauty and endless waterways of the region — and I'd hate to think skippers such as the above might be operating their vessels up there.

Part of my last year's letter included my firm belief that operators of vessels in U.S. waters should be licensed. We all know that as it stands today, anybody can purchase a vessel, slip the lines and endanger his vessel and all aboard her — as well as imperiling all other mariners in the vicinity. A tragic example of the consequences of inexperienced or unqualified people operating a vessel occurred recently out of Vancouver, British Columbia. A Bayliner 48 was steaming at a high rate of speed at night. The inexperienced skipper passed behind a properly lighted tug but in front of his tow, tripped on the tow wire, became airborne, and landed upside down. Out of eleven souls on board, four were lost, including the skipper. Tragedies like this might be avoided if operators were required to take an approved course, then successfully pass a written and oral exam to be licensed and type-certified. No license, no insurance.

Marty Seahale

Viking, in transit, lying Monterey Harbor
Seattle

Marty — You mean to tell us that it took you 30 years to realize that every mariner must be constantly vigilant? That's rule #1.

As for the 'minefield of mariners in the Bay ignoring the Rules of the Road and common sense', we must respectfully disagree with you. Since July, we have spent about four days a week sailing the Bay, our usual course being from Sausalito to the Cityfront, to Angel Island, back to the Cityfront, behind Angel Island, up and down Raccoon Strait a couple of times, then back to Sausalito. While it was often crowded, particularly in Raccoon Strait, we can't remember a serious incident even beginning to develop between sailors. What we frequently did notice were skippers wisely altering course well in advance to prevent incidents from beginning to develop. While this certainly doesn't mean there weren't near-misses that we didn't see, we feel the standard of safe sailing was by far the highest we've ever seen on the Bay. Well done, most everyone!

We do, however, recall four incidents of what we considered to be reckless boat operation — all of them involving powerboats all of which were either arriving or departing from the Sausalito Channel. Two of them were big heaving pigs of recreational boats going down the Sausalito Channel at about 15 knots, sending all the boats in Sausalito Yacht Harbor pitching to and fro for about five minutes. These skippers were indeed ignorant. The other two incidents involved a Blue & Gold ferry and a commercial fishing boat returning to Sausalito, the skippers of which had apparently forgotten that they are responsible for any injuries and damages caused by their wakes.

While we believe that the least government is usually the best government — and therefore have generally been against the licensing of boat operators — we've been having a change of heart. Given the idiocy on the waters, we feel it's time for anyone who operates a motorized boat capable of more than 10 knots to be licensed. This has nothing to do with sailors being better or more intelligent than powerboaters or jet-skiers, but with the simple recognition that it's speed — far more than anything else — that damages and kills. And do we hear any seconds to a motion for there to be a 30 mph speed limit in all but a few designated places in San Francisco Bay?

As for there not being any place to berth your boat in Sausalito,

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LETTERS

what do you expect, the place is very popular. And what's wrong with anchoring out? While it has nothing to do with the substance of your letter, we think you've confused the North Bay with the Central Bay. The North Bay is usually relatively empty.

↑↓SAN FRANCISCO TO MARINA DEL REY

I was wondering if you might have any information as to when you've run articles dealing with sailing from San Francisco Bay to Marina del Rey?

Orlando Duran
Cuba Libre 2, Catalina 320
Marina del Rey

Orlando — We don't remember running any such articles, but here's the poop: On the most basic level, you simply sail out the Gate past the South Bar; turn left and stay a couple of miles offshore; make a left at Point Conception; then wave to all the girls as you enter the breakwater at Marina del Rey.

From spring to fall, you have to expect 15 to 30 knots of wind from the northwest, as well as a big swell and seas. From the middle of July on, it's not quite as windy so often. Although it's downwind sailing, it can be challenging downwind sailing — particularly off Davenport, Pt. Sur and Pt. Conception, where the wind tends to blow the hardest. Conception is doubly challenging because the waves bunch up and become very steep. It would be unusual not to have fog some or all of the way. From late fall through early spring, there's generally much less wind. When there is strong wind, it's often out of the south as part of a storm front. You'll want to be in port then.

You can day-hop from San Francisco to Marina del Rey, making stops at Half Moon Bay, Santa Cruz, Monterey, San Simeon, Morro Bay, Port San Luis, Point Conception, Santa Barbara, Ventura, and Oxnard — among other places. The longest passage is between Monterey and San Simeon, which is about 70 miles. Dress warmly.

↑↓TROUBLE WITH THE FEDS AND/OR THE CUBES

I recently sent you an article about cruising in Cuba. After reading it, one of your frequent contributors warned me to be careful not to incriminate myself by saying we spent money there, because it meant we would have been guilty of Trading With The Enemy. I guess your contributor is in a little trouble with the Feds. So do you edit that kind of stuff?

Secondly, when we left our favorite spot in Cuba last July, we — like many others before us — didn't want to beat the 70 miles to Hemingway Marina to clear out. And the Cubans wouldn't let us clear out from our favorite spot. Since we didn't think we would be returning to Cuba in the near future, and knowing the Cuban's lack of equipment for keeping accurate records, we didn't think this would be a problem. However, we would now like to return for Christmas. With your experience, what do you think will happen if we tried to return?

C.S.
California & Florida

C.S. — Rather than wasting time editing self-incriminating articles about visits to Cuba, we just send them directly to The Department of Treasury's Enforcement and Incarceration Division. We get 20% commission on all convictions.

Based on our experience, Cuban officials check-in boats using such hi-tech gear as tiny pencil stubs and worn out scraps of paper. Seriously. The only computers they see are on television when the Home Shopping Network gets beamed down from Florida. So they're probably not going to catch you for having not cleared out. While the chance of getting caught is low, however, the bad news is that Fidel is big on punishment. For example,

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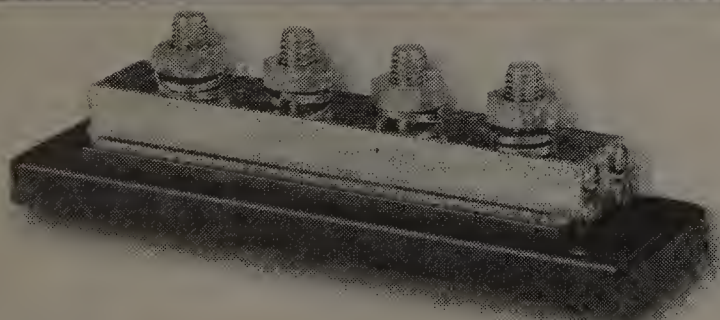
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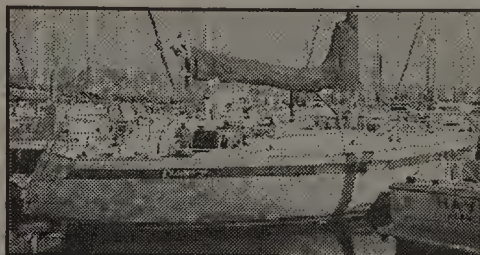


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LETTERS

tens of thousands of Cubans have been executed or imprisoned for life because they'd rather live under a democracy, and the 'treatment' for contracting AIDS is usually prison.

Our suggestion is that you contact Jose Escrich, Commodore of the Hemingway International Marina. A cool guy who has already been presented the 'key' to the City of Fort Lauderdale. Escrich is not your typical Cuban functionary. Simply explain what happened — or at least tell him that you got blown back to the States before you could make it to Hemingway to check out — and ask if you're in trouble. He'll shoot straight — pardon the pun — with you.

Unfortunately, we don't have the commodore's email or phone number. We suggest you try to contact him via the Hemingway Marina by either calling 537-80-1336 or emailing: commercial@comermh.cha.cyt.cu.

EX-WIVES ARE FOREVER

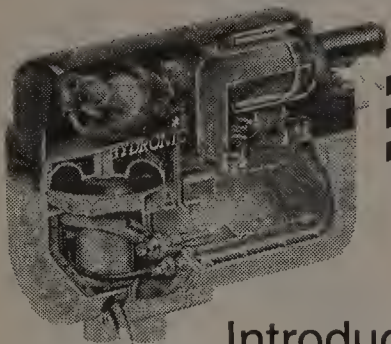
Thank you for remembering the gallant men of Marin — such as yourself — who have gone before the honorable Judge Michael Dufficy. These men went through the revolving doors of the Family Court tall and proud — only to come out broken in spirit and broken-hearted as their children, cars, boats, and houses were taken from them.

Yet they stand before the honorable Michael Dufficy knowing they have finally ridden themselves of their wives — but knowing they will never rid themselves of their ex-wives. As Sterling Hayden struggled to sail away with his sons to the South Pacific, the long arm of the law stretches itself to squeeze out the last drop of blood.

John — free at last — of Rose
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John — Suppose you're racing another boat to weather, and you get hit with an unfavorable windshift. You're entitled to a little swearing, but the sooner you can get over it and make the best of whatever situation you're left with, the better off you are. It's the same thing with divorce. We're sure it wasn't fair to you, we're sure it wasn't fair to your ex-wife — and it sure as hell wasn't fair to your kids. That's the nature of divorce. But after bitching about it for awhile — everyone's entitled to a little — try to let it go and concentrate on making the most of the rest of your life. It might not be easy, but do the best you can for your own sake. Having been divorced twice in 10 years, and having gone from being bitter to friendly with both ex-wives, we speak as experts on the subject. If nothing else, console yourself with the fact that you're not a Family Law judge who has to spend all day dealing with people who've come to hate one another.

BOAT CARDS

We're getting ready to go cruising next year. Not being ones to procrastinate, we're designing our boat cards now. You know, like a business card for boats? I was wondering if you or any of your readers knows what information should be included — and what information should be avoided. We're also going to get a rubber stamp made, and we have the same questions for it.

Mike Giarratano and Jean Engel
S/V Descansa, Cal 31
Alameda

Mike & Jean — We pulled the accompanying boat card off our wall for review. The things we like about it are the reasonably large type, the nice graphic, and the inclusion of a telephone number and radio call sign. If these folks are still cruising, they have probably included their email address — assuming they have one.

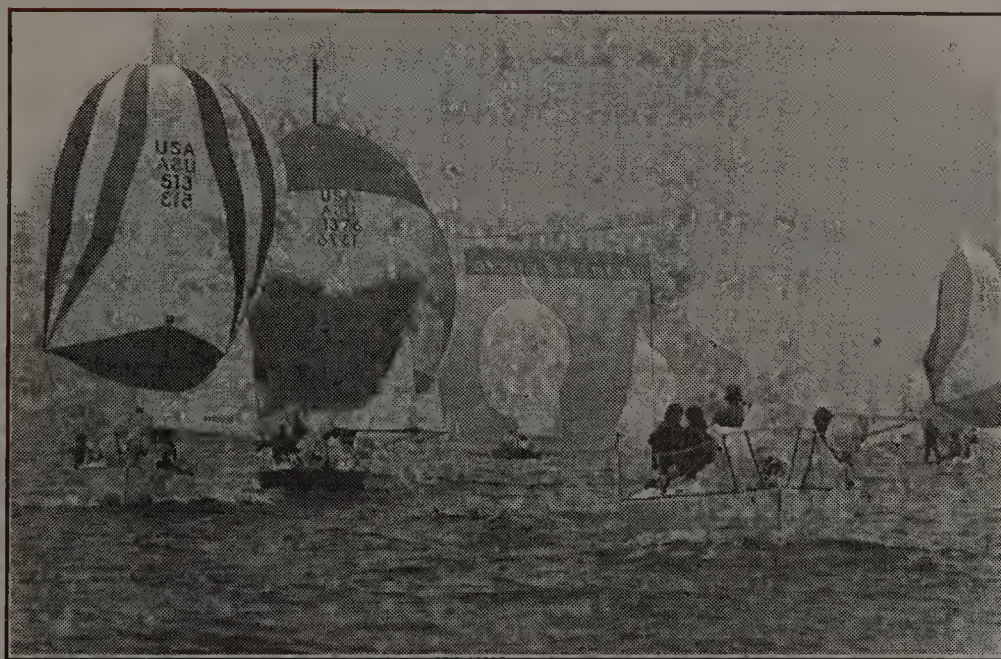


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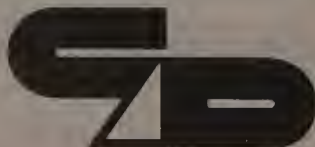
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LETTERS

There are a couple of things we don't like about the card, however. The biggest omission was neglecting to mention what kind of boat Golden Eagle is, as often times cruisers are able to jog each other's memories by saying, "You remember Lee and Betty, the folks with the Westsail 43 (or whatever)." For handing the cards out to officials, it would have also helped if the card included the boat's documentation number and physical homeport.



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In summary, boat cards should include the following: Boat name, type, homeport and documentation number. Names of the skipper and first mate, as well as their calls signs, email address, and permanent address. If possible, include a line drawing of the boat or some other attractive graphic — such as a color photo of the boat.

For the rubber stamp, we suggest a round shape, a boat graphic in the center, and the boat name, homeport, and documentation number written in a circle around the graphic. Rubber stamps are so much fun in Latin countries that it wouldn't be a mistake to make several stamps: perhaps an old 'manual' model as well as a self-inking hi-tech one. And just for kicks, bring along a 'UPS' stamp, a 'Paid' stamp, a 'Past Due' stamp and whatever else you might have. Then when you find an so-inclined Port Captain, you can have a grand old time stamping the heck out of all the documents, making them look really, really official.

For what it's worth, nobody has to have boat cards or stamps. We've never had them and never needed them.

↑↓DEFIES LOGIC

I own one of the GPS units manufactured by Micrologic. When it quit working in August, I thought I'd end up throwing it away. But recently I found a company that will recalibrate them for \$85 — which means they're as good as new. The outfit is Pete's Electronics, 1710 Overseas Highway, Marathon, FL 33050, Phone (305) 743-8328. Apparently they're fixing a lot of them. Hope this can help others.

Ken Koerwitz
Jazz, Celestial 48

↑↓THE ZEPHYR CLASS

As historian to the Capitola YC, I wish to jog your memory about the following statement you made in the October issue: "We can't think of any double-ended designs that were ever one-designs on the Bay." The Zephyr class, a scaled down version of the 110, was active on the Bay and Oakland Estuary through the '70s.

P.S. Have a good Ha-Ha!

Skip Allan
Wildflower, Wylie 28
Capitola

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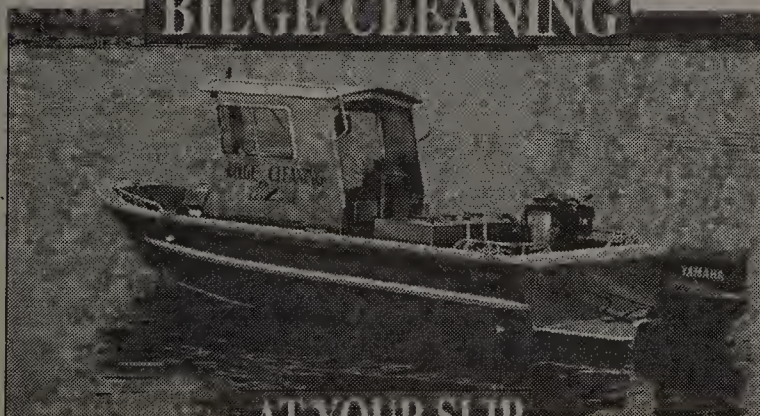
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LOOSE LIPS

Glenn's final sail.

The Northern California sailing community — particularly that part of it centered in Santa Cruz — lost a great sailor and

friend last month. Glenn Viguers, a well-known marine photographer and racer, passed away on October 14 following emergency surgery. Three days before, a friend found Glenn weak and disoriented at Santa Cruz Harbor only a few blocks from home. A cat scan and MRI revealed a massive malignant brain tumor. Glenn survived the surgery to remove it, but never regained consciousness. He was 45.

Viguers was a charismatic surfer, fly fisherman, mountain biker, skier and photographer. His photos appeared in *Sail*, *Sailing World*, *Latitude* and local newspapers. But he was probably best known around Santa Cruz as a superb sailor and tough competitor. Through his life, Glenn sailed everything from Lasers and Solings to big boats like the Peterson Two-Tonner *Irrational* and SC 50 *Chasch Mer*. For the last decade, most of his racing centered around the wild and crazy Santa Cruz Moore 24 fleet. "He was my sailing mentor and we successfully raced my Moore 24 *Nobody's Girl* for the past five years, winning the '98 Big Daddy Regatta and '99 SCYC Doublehanded series, taking third in this year's Moore 24 Roadmaster series and fifth in the Doublehanded Farallones," said Sydnie Moore. "Although he always wanted to excel, having a great time on the water was always a guarantee."

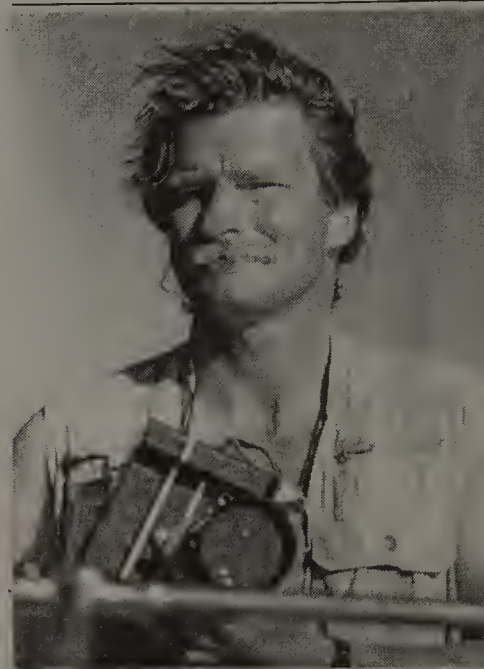
On Sunday, October 24, friends and family met at the Santa Cruz harbor for Glenn's 'final sail.' More than 100 people and two dozen boats gathered to celebrate his life. After a short procession out the harbor, the flotilla rafted up at the dock where flowers were cast, followed by a potluck dinner and party in his honor. Glenn's family, 17-year-old son Adam, and girlfriend Sandi Dihl extend thanks to the sailing community. The flowers, letters and words of support have been much appreciated.

"What we will always remember about Glenn," says Moore, "is the grace and style by which he lived his life and the friendship he shared."

Reduced to trivia.

Local sailor and physician Dennis Surtees has amassed an amazing record in local racing over the last four decades, and once again graces our season champions article elsewhere in this issue with a win of his class aboard *Abracadabra*. However, with the goings on down in New Zealand lately, Surtees observes he feels relegated to a *Trivial Pursuit* question over the matter of a former crewman on his International 505, a class in which he raced for 21 years, got 8 Pacific and 5 North American Titles, and took second in the Worlds — three times.

"One day in 1978, this guy called, said his name was Paul Cayard, and that if he joined me as my crew, we could win a World Championship together! He was nearly right. There wasn't much question in my mind at the 1979 Worlds in Durban that



Glenn Viguers.

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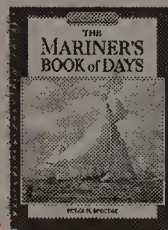
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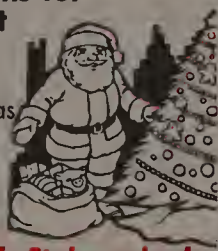
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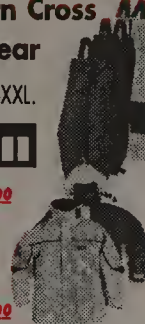
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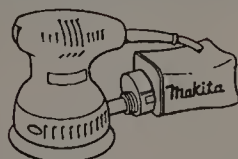
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LOOSE LIPS

when the wind blew hard we were the boat to beat. The trouble was that we had a boat that wouldn't stay in one piece when the wind did blow.

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Surtees also remembers Cayard as being one of the fastest swimmers he'd ever seen, particularly when his trapeze wire broke in Durban Bay "and we could see the Great Whites circling."

Our apologies.

We regret that the *Sightings* article we ran last month concerning the proposed redevelopment of the Richmond Marina was, shall we say, flawed. While our information came from a trusted source, it was apparently presented to us with an unbalanced 'spin.' And while our piece may have been fundamentally accurate, we regret it did not give a complete picture of the complex bidding process, nor an in-depth analysis of how competing proposals were structured.

The marina redevelopment issue is slated to come before the Richmond City Council again this month, and a new long-term management deal is expected to be reached. Stay tuned for an update.

Hanging in the balance.

A very experienced friend of ours recently had a near accident recently that could have had the most dire consequences. He was going up the mast in a bosun's chair — a task he has probably performed thousands of times — when the purchase he had laced through the D-rings of the chair fell half off, jerking the chair down 4 inches and causing his cellphone to pop out of his pocket, bounce on the deck and go into the drink. More seriously, he was horrified to see that the screw shackle to which the chair had been attached had unscrewed! All that was holding him up was part of the chair purchase jammed against the shackle pin threads. Fortunately, he was quickly lowered down without further incident. "It's one of those cases where I made an assumption," he said, "that the guy helping me had screwed the shackle shut — and he assumed I had done it." His words to the wise: "The guy going up the mast should *always* be responsible for doing his own shackle."

Singles, doubles or groups.

No, we're not talking about tennis — or swingers' events, either. What we are talking about is one of the best seminar series on earth for sailors interested in sailing to Hawaii. Somewhat ponderously known as the Singlehanded Sailing Society's Preparation for TransPacific Race 1999-2000 Seminars, this series is open to all sailors, be they singlehanders, Pacific Cuppers or just plain folks planning on someday sailing to the Islands. Believe us when we say the information will benefit everyone.

The series began on October 13 and will continue on the second Wednesday of the month through June, 2000. Subjects covered in the 90-minute to two-hour programs will include provisioning, sails and rigging, search and rescue, self-steering and electronics, to name a few. Speakers are all experienced in the areas mentioned, such as Rob Macfarlane, star of the November 10 seminar, who will speak on the subject of emergency rudders. During the '96 Singlehanded TransPac, Rob's rudder

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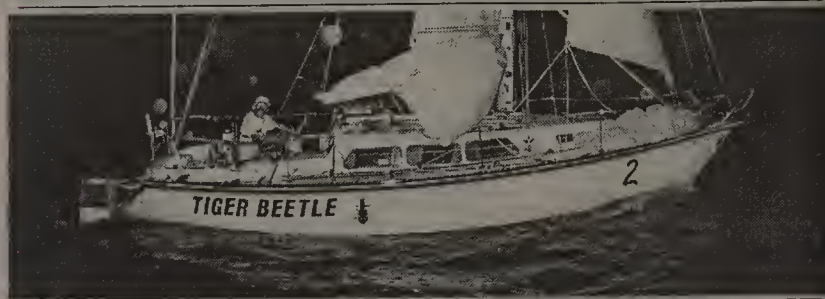
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LOOSE LIPS

broke off three days out of Hawaii and he finished using his emergency one (which all entries are required to have).

For a complete listing of the seminars and dates, check out



Rob Macfarlane coming into Hawaii in '96 under emergency rudder.

SSS's webpage at www.sfbaysss.org. Otherwise, keep an eye on our Calendar.

Shiver me timbers.

"Cold water robs the body of heat 25 to 30 times faster than air," says a press release from BOAT/US entitled "Falling Overboard in the Fall: Hypothermia Prevention Tips." Of course, in the Bay Area, a fall overboard any time of the year can result in hypothermia. Here's what to do if you find yourself as the overboarder:

- Do not remove clothing. Instead, button, buckle, zip and tighten collars, cuffs, shoes and hoods. Cover your head if possible; in cold water, about half of heat loss comes from the head.

- Devote all your efforts to getting out of the water. Act quickly before you lose full use of your hands. Board a boat, raft or anything floating. Turn a capsized boat over and climb in. If you can't right a boat, climb in top of it.

- Do not try to swim unless it's to reach a nearby boat, another person or a floating object you can climb or lean on. By releasing warm water between your clothing and body and sending 'warm' blood to your extremities, swimming can cut your survival time by as much as 50 percent.

- Even if it's painful, remain as still as possible. Intense shivering and severe pain in cold water are natural body reflexes. These won't kill you; heat loss will.

- If you are with other people, huddle together for warmth. Otherwise, hold your knees to your chest to protect your trunk from heat loss, and clasp your arms around your calves.

- Our italics on this one: *Wearing a lifejacket adds survival time in the water* — not only by minimizing the energy needed to stay afloat, but also by helping insulate the body.

"When someone falls overboard, their core temperature begins to drop within 10 to 15 minutes," says Ruth Wood, director of the BOAT/US Foundation on Boating Safety. "And the water doesn't have to be icy — just colder than you are."

Made In America update.

"It was like being in a candy shop!" says Bruce Schwab of a quick trip to France last month. As we wrote in last month's *Sightings*, Schwab and designer Tom Wylie have partnered up to put a boat together for the next Vendée Globe Race, the non-stop, singlehanded race around the world that starts in Les Sables d'Olonne next November. Schwab, who will skipper the boat, wanted to see the latest thinking in deck layouts before finalizing the one on his Open 60, so he flew to Le Havre where the creme of European shorthanded race boats were massing for the TransAt Jacques Vabre 1999. Tamey nicknamed 'Around the World of Coffee,' in reality this is an often-brutal double-handed dash across the Atlantic to Colombia, 4,420 miles for monohulls and 5,520 for multis.

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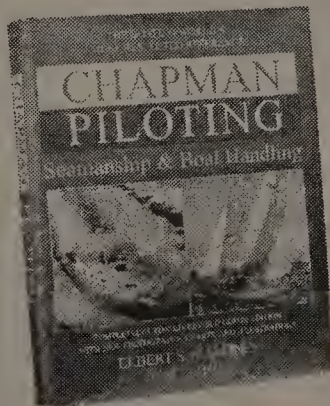
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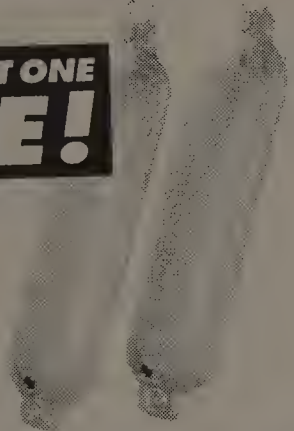
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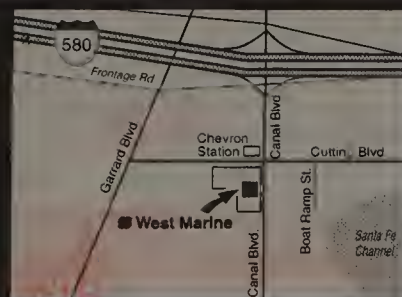
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LOOSE LIPS

Schwab got more than he expected. Recent Around Alone skipper Brad Van Liew nabbed him soon after arrival and took him around to "meet the gang," which included around-the-



'Fujicolor' cleared for take-off at the recent Jacques Vabre start in France.

world singlehanders Mike Garside, Josh Hall and Mike Golding. Bruce wangled his way aboard a pressboat to watch the monohull start, then met up again with Van Liew at one of the hospitality bars. People kept coming by until, eventually, Bruce found himself sitting with Van Liew, Phil Lee (project manager for Cray Valley), Giovanni Soldini and his whole FILA team, and Isabelle Autissier. After multiple drinks, everyone piled in the FILA vans and headed for the local pizzeria where, in Europe, they serve copious amounts of wine. By about 1 a.m., Bruce threw in the towel. "I think I can sail against these people, but I was out of my league when it comes to drinking!" he laughs.

On Sunday, he watched the cutting-edge multihull fleet roar into the Atlantic. "You'd have to see it to believe what it's like watching the tris fly two hulls at 25+ knots from 30 feet to leeward in a press boat driven by a mad Frenchman."

All in all, the scouting trip was a great success. By the time Bruce arrived home, he'd already worked out much of the deck layout of the new boat. "As impressive as the Euro Open 60s are, I'm more confident than ever that we can make a better boat for the Vendee," he says.

Editor's Note — As we went to press, the remains of Hurricane Irene had raked the Jacques Vabre fleet with 45-knot winds and 15 to 20-ft seas. Two multihulls had flipped and famed French skipper Paul Vatine, who has won this race twice, was lost. Other boats suffered rigging and structural problems, but are continuing. Race leaders as of October 23 were Whirlpool Europe II in the 10-boat monohull fleet, and Foncia in the five boat multihull fleet. Catch a recap of the action on www.jacques-vabre.com (include the hyphen) or several other websites.

Speaking of websites, the Made In America Vendee Globe syndicate should have their web page up and running by the time you read this. Check it out at www.rigworld.com

Too late for Calendar.

If you're down SoCal way, the Los Angeles Maritime Museum will be holding a large sale of maritime books and periodicals at the Museum (foot of Sixth St., San Pedro) on November 6 and 7. Hours are 10 to 4:30. For more information, call (310) 548-7618.

But was it a black cat?

Robert Prochnow bought a nameless Cape Dory Typhoon awhile back and wasted no time in having *Irides III* painted on the stern during its first haulout. He also had the yard put a fresh coat of paint on the deck, but sometime during the drying process, a cat got aboard and tracked blue paw-prints here and there. "I didn't think too much about it until I got out the sailcover that came with the boat and put it on. In big block letters it says CATSPAW."

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waiting for the green light

By the time this issue hits the streets, one of the most sought-after records in sailing will either be under attack or rewritten. On October 26, adventurer/sailor Steve Fossett's mighty 105-ft catamaran *PlayStation* went on standby at her berth in New York Harbor. When the weather gurus gave the green light, she and a crew of 10 — including fellow adventurer Richard Branson — were due to depart for a try at what could arguably be called the holy grail of record sailing records: the 2,925-mile run across the Atlantic.

Once the sole domain of clipper ships, the fabled passage from the Ambrose Lighthouse (on New Jersey's Sandy Hook Point) to the Lizard at the southernmost tip of England went into the modern record books in 1905 when hard driving skipper Charlie Barr drove the 185-ft three-masted schooner *Atlantic* across in 12 days, 4 hours, 1 minute. That record stood for monohulls until 1997 when the Farr 80 *Nicorette* shaved it down to 11 1/2 days. The current monohull record is 8 days, 23 hours, 59 minutes, set a year ago October by the 145-ft Phillipe Briand ketch *Mari-Cha III*.

Multihulls first broke the trans-Atlantic record back in 1980, when the late Eric Tabarly drove his trimaran *Paul Ricard* across the pond in 10 days and change. This paved the way for a series of big French catamarans, which set new Atlantic records throughout the '80s. The current multihull and absolute sailing record for the Atlantic crossing is 6 days, 13 hours, 3 minutes, set in 1988 by the then 75-ft catamaran *Jet Services V*. We say 'then' because the boat lives on in lengthened form as the 86-ft *Explorer*. (Incidentally, the powered record of 3 days, 10 hours, set by the ocean liner *SS United States* on her maiden voyage in 1952 was broken by a few hours in 1986 by none other than Richard Branson aboard his purpose-built powerboat *Virgin Atlantic Challenger II*.)

To achieve this incredible record, *Jet Services* skipper Serge Madec averaged 18.1/2 knots. To beat it, a boat must of course average better than that. It's a tall order, but one well within the capabilities of *Playstation*. Since the boat's launch in December, 1998, the huge Gino Morrelli/Pete Melvin-designed cat has acquitted herself well. Off New Zealand on March 26-27 of this year, she easily knocked off the best day's run ever recorded for a sailing vessel: 580.23 miles noon to noon, an average of 23.74 knots. Unfortunately, an electrical fire damaged the boat upon her return to Viaduct Basin and the her schedule was pushed back several months while she underwent repairs.

Now 'rested and ready,' at presstime she awaited the nod. Then Fossett, Branson, primary helmsman Ben Wright, navigator Stan Honey, and crew Peter Hogg, Bryan Thompson, Mark Callahan, David Scully, designers Gino Morrelli and Pete Melvin and an unidentified photographer will climb aboard and attempt to make history. You can see how they did by checking www.fossettchallenge.com, or by tuning in right here next month.

free norm bennett!

For almost 20 years, Norm Bennett has continued to build and operate the 200-berth Club Nautico in Cartagena, Colombia. You wouldn't think that Colombia — in many ways a dangerous place — would be such a hot cruiser destination, but it has been. About 350 boats have been stopping a year — many from the West Coast of the United States, and many staying for months — thanks almost entirely to Bennett's marina.

After wandering around the Colombian jungle in the '80s, Bennett emerged to start Club Nautico. Either shortly before or after, he met

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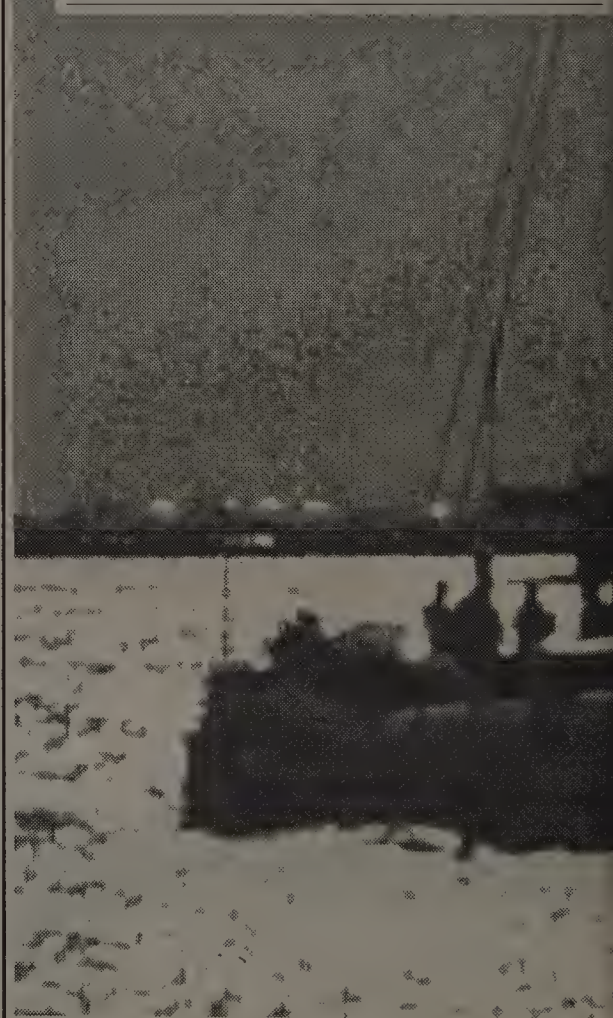
endeavour

We don't normally devote much space on these pages to boats changing owners. But every now and then, it's not only appropriate, it's newsworthy. Which is why we announce now that Elizabeth Meyer has sold the stunning J-Class yacht *Endeavour*.

Many among you will recall that the 130-ft *Endeavour* visited the Bay for several weeks in November of 1996. The lucky ones thrilled



Above, Steve Fossett (left) and Richard Branson. Spread, at 105 feet, 'PlayStation' makes even *Lady Liberty* seem small.



changes hands

to see her sailing. What eye candy that was, eh? For those unfortunates who missed the whole thing, here's the shorthand: *Endeavour* was the British challenger for the 1934 America's Cup. Despite being faster than Harold Vanderbilt's *Rainbow* — *Endeavour* won the first two races — owner Thomas Sopwith fired the whole crew (it's a long story)

continued middle of next sightings page

free norm — cont'd

Candelaria, who would become his wife. In some respects they are an odd couple: a pale Aussie male with a fondness for rum, and a dark-skinned Colombian woman often in a cloud of smoke. To say that the couple have had a tempestuous relationship would be putting it mildly, as their domestic disputes are legendary. But the two obviously have more love than anger between them, for they've been together all these years.

As we mentioned in the beginning, Colombia is not the safest place

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PHOTOS MARK GREENBERG

free norm — cont.

in the world. Some of the dangers include right-wing death squads, left-wing guerillas, multitudes of people with some connection to getting coke into the United States — and a judiciary and a military that seem subject to the influence of money and power. (Sort of like the

United States.) It's hard to know who to trust in Colombia, and often the rich and powerful try to become more that way through unscrupulous means.

In any event, in February of this year Bennett was arrested and imprisoned for allegedly owning a boat used in an attempt to smuggle a ton of cocaine and heroin — \$15 million worth — from Colombia to Spain. Bennett's friends don't believe the charges, as he's always evicted any boat he suspected of having anything to do with drug smuggling. He also has a good business, a wife and kids, and no reason to jeopardize any of that. Friends suggest he was framed by either drug lords wanting him to take the fall for their men or by some powerful figures who have long coveted his valuable marina and waterfront property.

According to a fax Bennett was able to send *Latitude* on October 19, it all started when he purchased four boats that had been damaged when hurricane *Luis* hit St. Martin in 1995. After fixing the boats up, Bennett ran several ads in *Latitude* for Spanish Main Charters — but there wasn't much interest. So he started selling the boats. The last, a Beneteau 440, was sold to a guy who, it was later discovered, had used a dead man's identification. Shortly after New Year's, the boat sailed down the coast, had a huge load of

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Norm Bennett.

endeavour

and she went down to defeat.

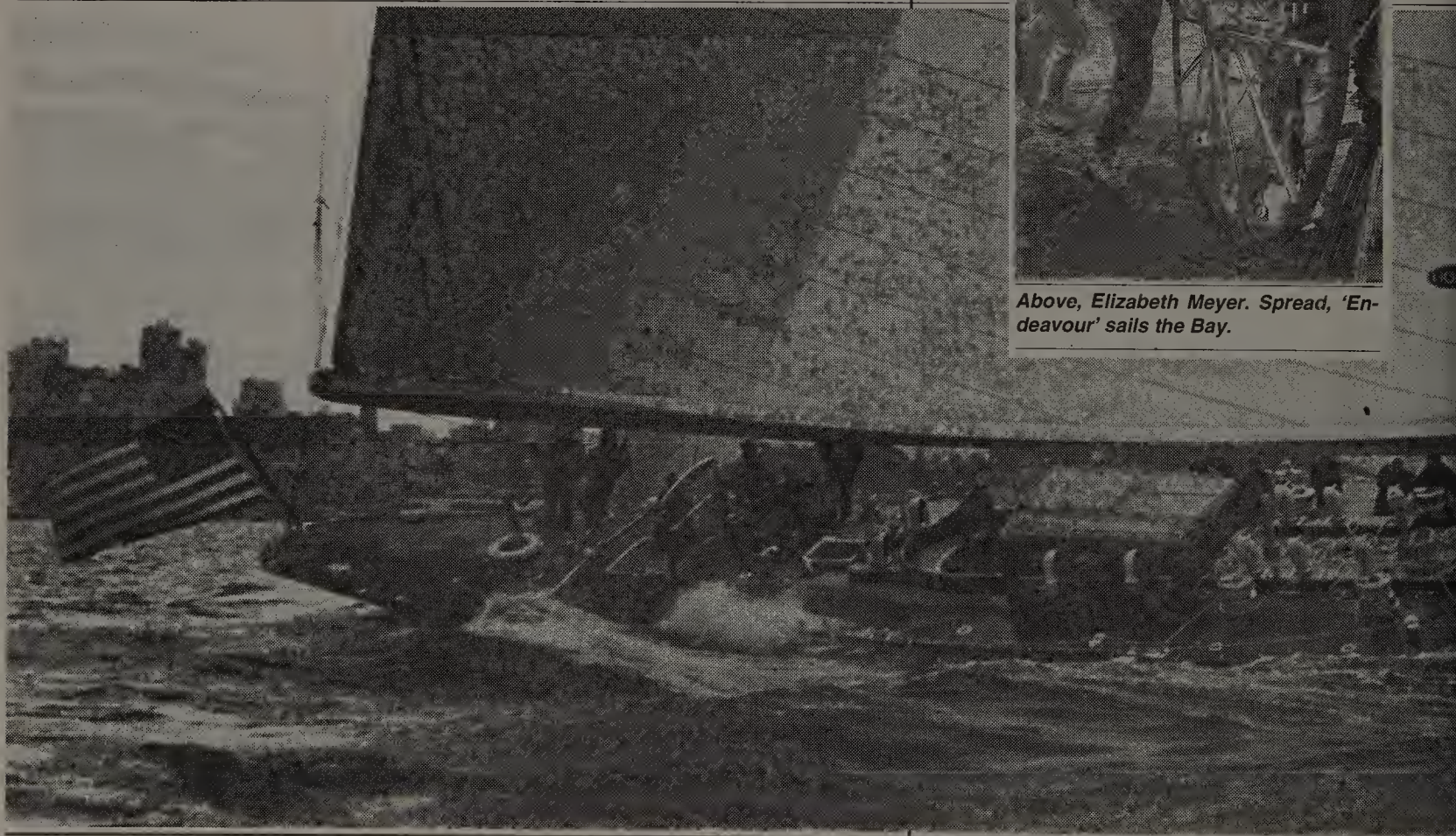
Endeavour eventually ended up on a Solent mudflat until the late 1980s, when 33-year-old American sailor Elizabeth Meyer acquired the boat and over the next few years spent \$10 million restoring her to better-than-new condition. Subsequent cruises and charters took the magnificent sloop to the Mediterranean, Caribbean and West Coast, where she inspired thousands and led to the 'rebirth' of the only other two surviving Js, *Shamrock V*, which is currently in the midst of an extensive rebuild, and *Velsheda*, which completed a restoration in 1998.

"*Endeavour* was my pride and joy for 15 years," says Meyer, "but people move on in life. And to be honest, the financial strain never went away. I woke up many nights with concern over whether I could afford to keep going with her."

Finding a buyer — the *right* buyer — was no easy task. On that count, Meyer couldn't be happier. "The new owner is a wonderful person, and I'm particularly happy that he



Above, Elizabeth Meyer. Spread, 'Endeavour' sails the Bay.



— cont'd

will keep the current crew, who have been with me for seven or eight years." The new owner — who must remain nameless until the 'official' announcement — has also hired Meyer's J-Boat Management company to run the boat. So Elizabeth can maintain most of her ties to *Endeavour*, but she doesn't have to worry about the bills anymore. In her official capacity, Elizabeth reminds us that *Endeavour* remains available for charter (\$70,000 a week). She'll be in the Caribbean for the millennium rollover (sorry, she's booked for that night), New England next summer and at the America's Cup 2000 celebration in Cowes later in the year.

Elizabeth is never far away from *Shamrock V* these days, either. Brazilian owner Marco de Moraes has hired her to oversee the renovation of that first-generation wooden J (*Endeavour* is steel), so for 10 days out of every month, she's over at the Pendennis Shipyard in England.

So what's next for the woman responsible for bringing these great yachts back?

"We're going to step down in size a bit," she says. "My husband (boat restoration expert Michael McCaffrey) and I bought a boat, sight unseen, in Oceanside, California — for \$11! It's a 47-ft Lawley gaff yawl built in 1916. We've trucked her back east and pretty soon we're going to start restoring her ourselves. Once she's sailing, we're going to take her down to the Bahamas for a little R&R."

free norm — cont'd

drugs fiberglassed into the hull, then took off. For whatever reason, it returned 36 hours later and anchored 400 yards from Club Nautico.

A short time later and under strange circumstances, the boat was

busted and Bennett was arrested for owning her. His bill of sale hasn't counted for much, and the testimony of the woman who in charge of the paperwork, Ana Belen, seems to have hurt more than it helped. Further complicating the situation is the fact that Ana Belen is Candalaria's 20-year-old neice, and she was having a



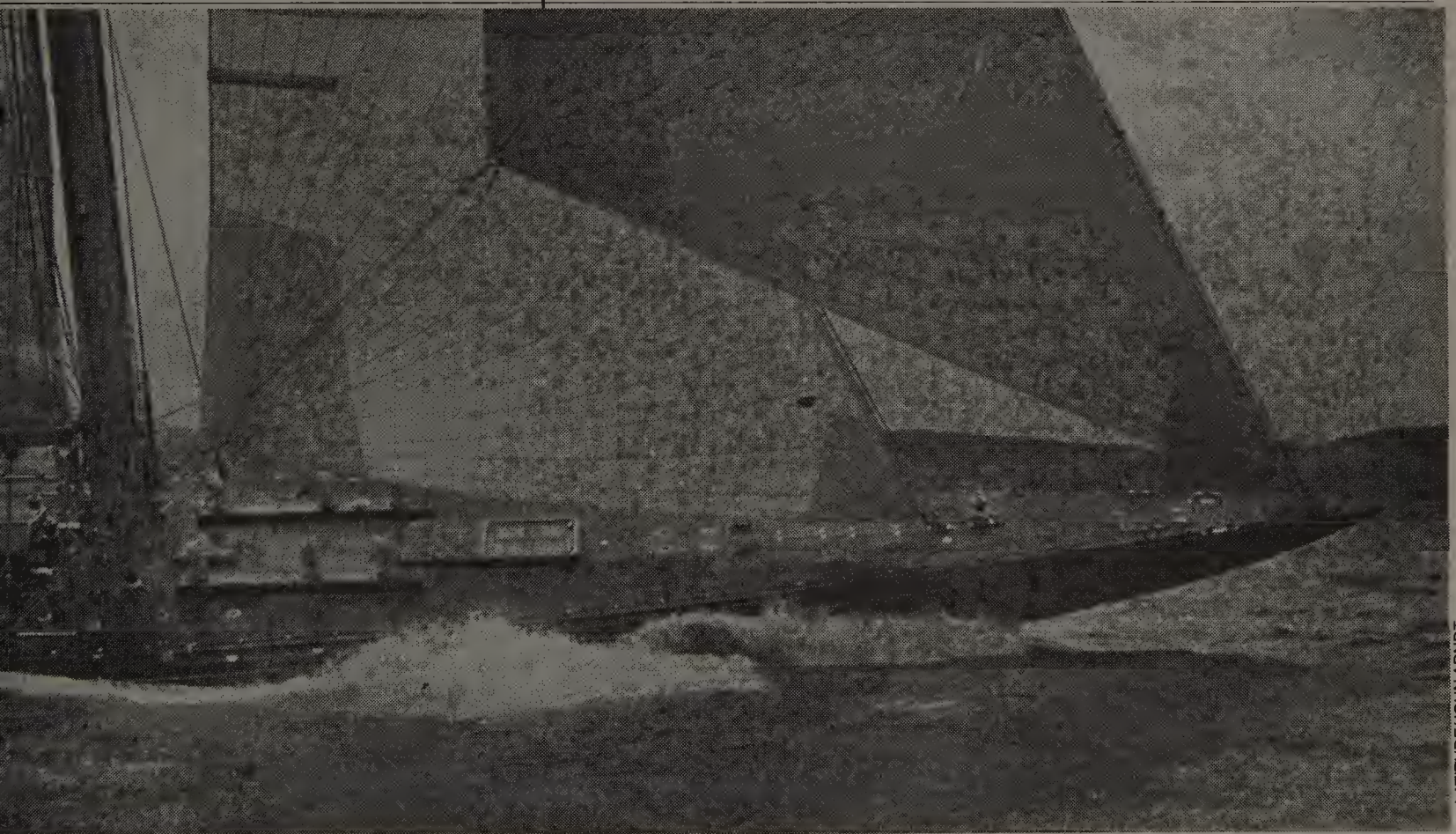
Club Nautico is well-known cruiser watering hole.

sexual relationship with the retired military captain who owned the ship's paperwork service at Club Nautico. Candalaria, nicknamed the Dragon Lady for her incendiary temper, didn't like the relationship one bit.

Bennett was put in prison in February. A left-wing guerilla who had killed 56 people told him that he, a white man in mostly dark-skinned prison, needed to pay for protection. Bennett has reportedly been stabbed twice. Once the prisoners dug a hole in the wall to freedom — but Bennett fought to get back inside because the escapees were being shot. A source also told *Latitude* that Bennett twice paid \$5,000 for lawyers to represent him. Both times the lawyers took the money and haven't been seen again.

Somehow Bennett managed to get transferred to a clinic, where he

continued on outside column of next sightings page



LATITUDE/JOHN ARNDT

bennett — cont'd

remains under arrest. With life so uncertain in Colombia — drug barons have had commercial airliners shot down just to kill one rival — and where people in the drug industry have informants everywhere, Bennett doesn't get many visitors. People in trouble in Colombia are pretty much avoided as though they are death — which they can be. Even Candalaria hesitates to visit for fear that her ferocious Latina temper will get the best of her and she'll do something that both she and Norman will later regret. We've already been told that her anger got the best of her and she threatened the female prosecutor in charge of her husband's case.

As we go to press, we've received a long fax — each paragraph checked off, by authorities, no doubt — which tells Bennett's story of how he was framed. Unfortunately, due to poor fax quality, it will take many hours to try to decipher it. But the last paragraph is readable: "I really resent this captivity of nine months, and the destruction of my work of 15 years. And also the mode of self-destruction that the people of Colombia are in, trying to destroy everything that works and is good for the country."

Meanwhile, the normally crowded Club Nautico is becoming like a ghost town. If Bennett got framed, cruisers worry they might get framed.

If you're a friend or former tenant of Bennett's, we urge you to at least fax him via Club Nautico at 5756605582 in Colombia. Let him know you're thinking about him and care about him — the way he used to do about you. We'd like you to help us keep this story alive so Bennett doesn't rot away in a Colombia jail on false charges.

In related news, U.S. and Colombian authorities arrested 30 alleged cocaine traffickers in mid-October who they claim were moving 30 tons — or \$60 billion worth — a year! The amount surprised authorities, who figured all traffickers combined weren't bringing that much into the United States.

rudiger sets sights on next round-the-world race

Sausalito-based professional sailor Mark Rudiger announced in late October that he will mount a campaign for the next Volvo (formerly Whitbread) Round the World Race, which begins in Southampton in September of 2001 and ends in Kiel, Germany, sometime in late May, 2002.

Rudiger has one of these grueling, 36,000-mile marathons under his belt already. Originally signed up to co-navigate one or two legs aboard Paul Cayard's dark-horse *EF Language* in the '97-'98 Whitbread, Mark was drafted for the whole enchilada when the regular navigator quit a few days before the start. It was a blessing in disguise for the lanky 45-year-old. Long considered one of the top navigators on the West Coast, Mark finally got to show his stuff in the international arena, playing a key role in *EF Language*'s surprise win.

Most regular *Latitude* readers — and local sailors — need little introduction to Rudiger. Many know him from several successful marine businesses he helped found: Edinger Marine, Margas, and Leech and Rudiger Sails. The rest likely know him — or his wake — on the race course. At one time or another, Mark has skippered or navigated boats to wins in just about every local event in or around the Bay, including shorthanded events such as the Singlehanded Farallones. Among his more 'global' accomplishments: navigator on Larry Ellison's ILC maxi *Sayonara*, for numerous wins of numerous ocean races (including the infamous '98 Sydney-Hobart); navigator aboard the Andrews turboled *Cheval* when she got first-to-finish in the '95 TransPac — with a busted mast and jury rig; winning navigator in various regattas aboard the big boats *Windquest*, *Silver Bullet*, *Morning Glory*, *Pyewacket* and *Mirage*; winning co-skipper of the 40-ft trimaran *American Challenge* in the Doublehanded Trans-Atlantic Race, a second in the Carlsberg Single-

continued on outside column of next sightings page

sos for

Two years ago, a couple of Northern California sailors — Stan Honey, one of the world's finest racing navigators, and Jim Corenman, who has been cruising for the last six years — worked together to establish SailMail, a simple but inexpensive way for sailors to send and receive email while on the high seas. All that was required was an SSB radio, a common modem, a computer, and joining the SailMail Association — which they set up as a non-profit organization.

Honey says their efforts were enthusiastically received by the FCC, which granted them a license. Since then, SailMail has been a big success, used with great frequency by over 200 active cruisers around the world. George Backhus of the Deerfoot 62



Mark Rudiger in 'the office' aboard 'EF Language' during the last Whitbread Round the World Race.

sailmail

Moonshadow is a typical user — and offers this review:

"I installed SailMail earlier this year before my circumnavigation of the South Pacific. It was meant to be an interim system until I could find a satellite communications system that met my needs better than the current offerings. Not being a 'radio head' and having had experience with Inmarsat C, I must admit I was skeptical about an SSB email program. I'm not skeptical any longer.

"The learning curve was fairly quick, even for me, and within a week I had sorted out which were the best time and frequency combinations to use to achieve reliable daily email sessions. I have the PACTOR II modem, which by land line standards is slow

continued middle of next sightings page

rudiger — cont'd

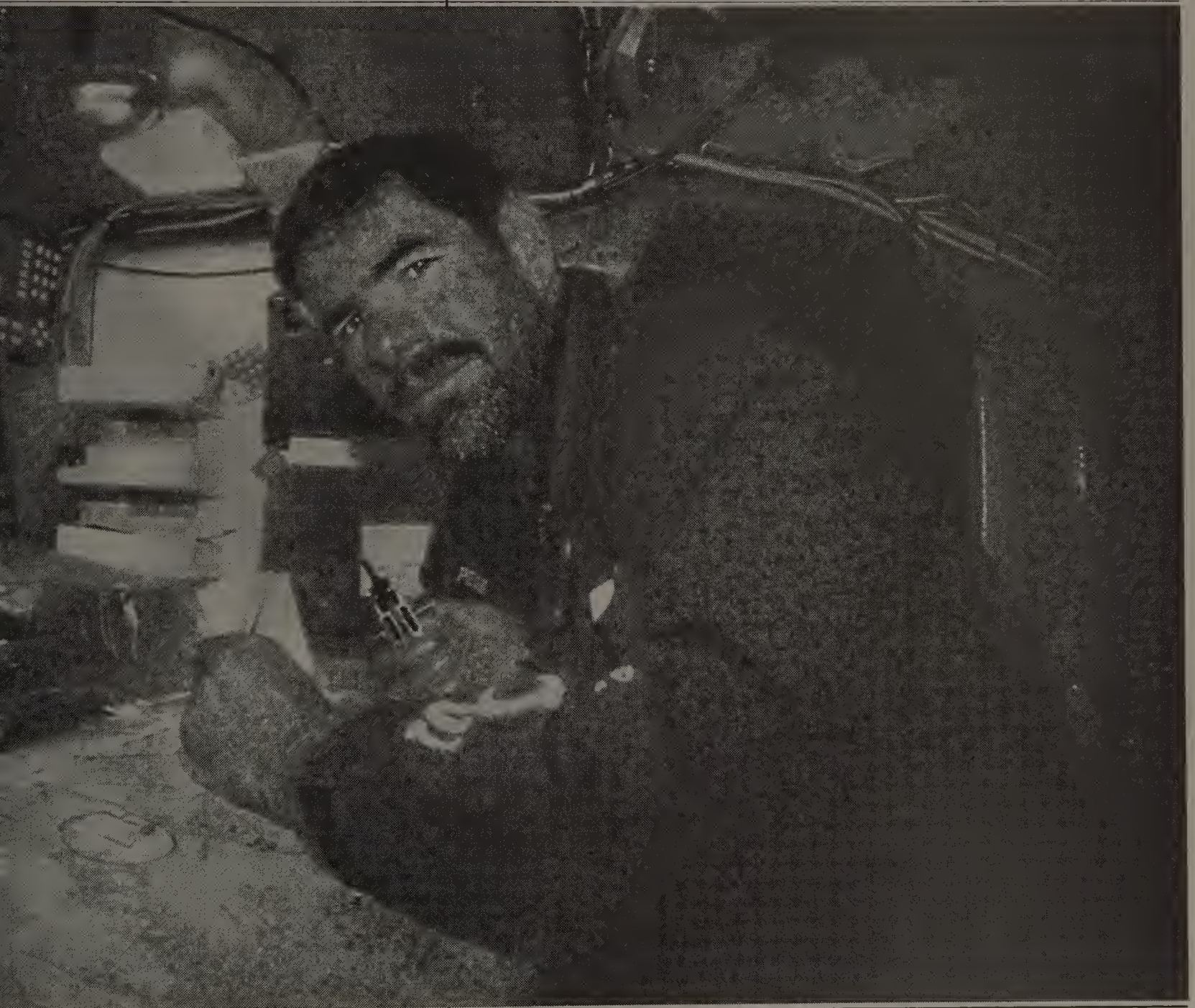
handed Trans Atlantic Race, first in the Singlehanded TransPac race. . . The list goes on and on and on. Needless to say, when Mark's dad taught this kid to sail starting at age 4, he created a monster.

The idea for mounting his own round-the-world campaign has been germinating for a while. "I'd pretty much decided I wanted to do another round-the-world race," he says. "But in a campaign like this, it's really important to make sure you have the right group of people. And the best way to do that is to put together your own program."

Mark's management philosophy has evolved from years of racing lots of boats with lots of crews and watching what works and what doesn't. Discipline is important, but "fun is fast," he says, bending the vintage Santa Cruz phrase to his philosophy that the strongest team is one that shares the decision-making and the rewards.

At this early stage of the game, talking about who might be on the crew is premature. As for sponsorship, there are many doors yet to be knocked on. But if sponsors are impressed with a track record and a game plan, they should be mightily impressed with Team Rudiger.

For more on this project, log onto www.teamrudiger.com.



junior sailors build on future

There are many, many worthwhile junior sailing programs around. They are run through parks and rec departments, high schools and yacht clubs. But certainly one of the most unique we've heard of is headquartered in Ione, a tiny little burg on the western flank of Amador County. Not only do the young people in this program learn to sail, they learn how to loft and build their own boats!

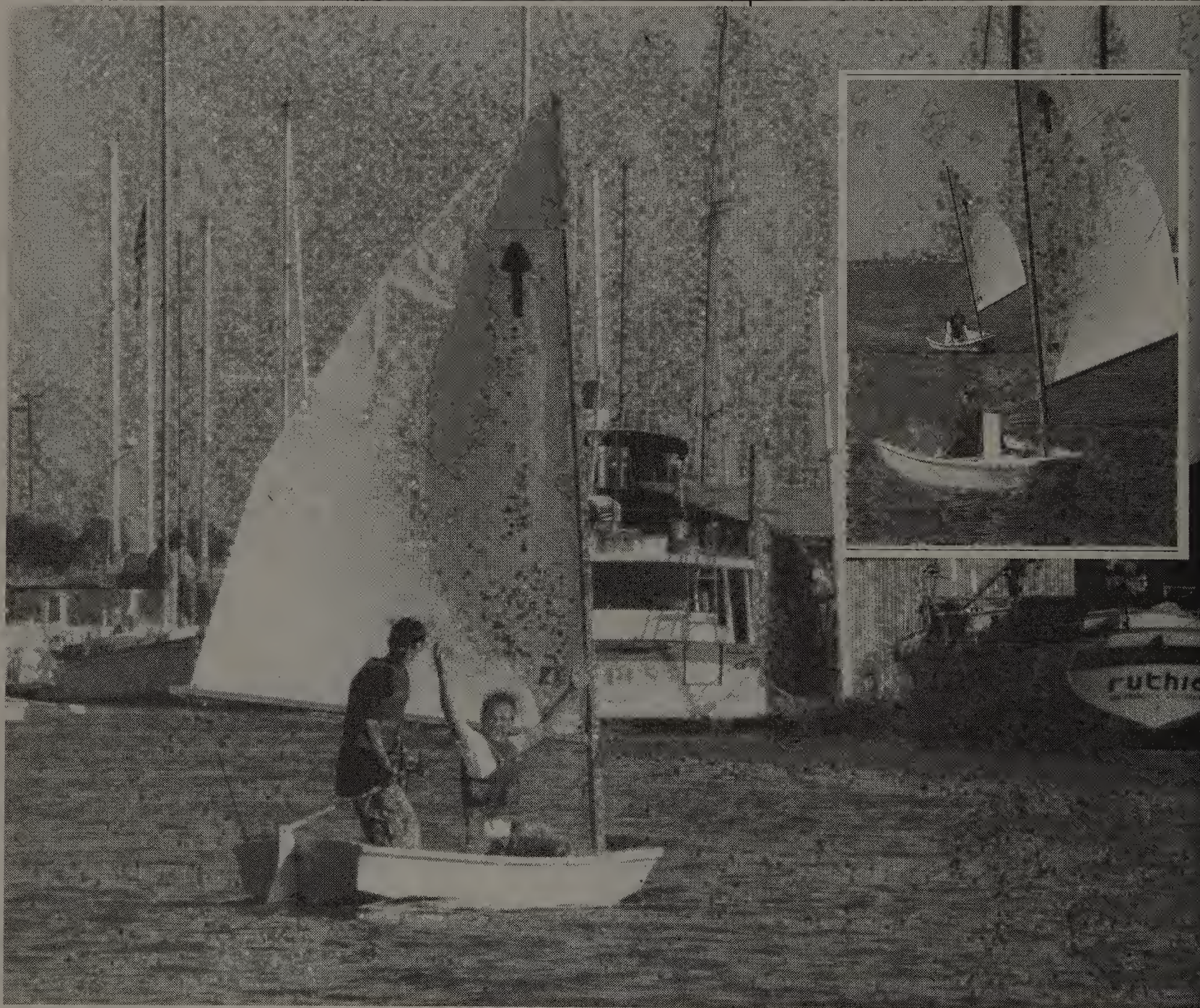
Mike Flynn, an engineering professor at Sacramento State, and his wife Susan, a teacher at Ione Junior High, came up with the idea three years ago. With help from Anthony Sandberg at OCSC in Berkeley, they put together a program that was embraced from the start by the Junior High and the local Lion's Club, which put up the seed money to get things rolling. Flynn took US Sailing's Dinghy Instructor course ("Excellent, I can't recommend it enough."), gathered together his old Lido 14 and a couple of donated ones on the shores of Comanche Lake, and Ione Junior Sailing was born. Flynn says equal credit also goes to school counselor John Rogers, and to sailor/mom Vicki Gilmour, and her hot Toro-racing son, J.V. (Last year's El Toro season champion,

continued on outside column of next sightings page

sailmail sos

— maximum 2400 baud — but is perfectly adequate for brief email messaging. At \$1,100 for the equipment and \$200 annual SailMail Association dues, it is a real price performer. In comparison, I used to spend about \$350 a month for a lot less email on Inmarsat C — and my friends had to pay if they wanted to email me!

"There are some negatives to SailMail, although I think they're relatively minor: Sometimes the two stations are busy during peak hours, but more stations are planned. In addition, there isn't a system by which to retrieve SailMail email from a land line when the vessel is in port. (When in port, the system may not work as well because of local radio interference. The level of success is dependent on propagation and the quality



— cont'd

of the radio/installation.) Lastly, SailMail email is not private and can be monitored by others with the same equipment. Still, it's great for sending normal email back and forth. For more information, contact: www.sailmail.com.

Unfortunately, we've got some bad news for George and the 250 other cruisers who have been happily using SailMail: PinOak, a for-profit outfit which offers a Cadillac version of the same concept, has asked the Federal Communications Commission to not only prevent SailMail from adding additional stations — *Latitude* and H.F. Radio of Alameda were going to donate \$5,000 to get another station up and running in San Diego to improve service for cruisers in the

continued middle of next sightings page

building on the future — cont'd

junior division.)

The participants themselves are disadvantaged 7th and 8th graders, kids who have potential but seem to lack direction or purpose. Many 13 and 14-year-olds volunteer, but teachers and counselors ultimately select 14 or 15 — a pretty even mix of boys and girls — to start each session. Ten usually finish it.

One of the first orders of business is flipping a Lido 14 and having each student work with each other student getting the boat back on its feet. It helps break the ice, and shows each young person that sometimes, cooperation is the only way to get something done.

At summer's end, each 'survivor' of the program gets handed a set of plans — the first two years it was for El Toros, last year for a Cape Cod Frosty. He or she is then taught how to read the blueprints, and loft the lines onto plywood. The ply is then shipped to Mule Creek State Prison where inmates cut the wood out, returning, in essence, a 'kit' to the students. Using donated jigs set up under a leaky old lean-to, the youngsters then build their boats over the winter. Those boats belong to the program for a year (for use by the incoming class), after which they go to the students who built them, free and clear!

"That was an idea I carried over from my own childhood," says Flynn. "I had a scout leader that helped me a lot, and I remember how good building something made me feel. Plus, that first year we didn't really have enough boats, and I figured what better way to get some than have the kids build them?"

But a prison? How in the world do you set up something like that?

"Well, I knew they had a wood shop, and I knew they did community service," Flynn says. "It also helped that the warden was a sailor."

"I basically just went in and talked to the shop foreman, Mike Dowd, about what we wanted to do. He talked to his guys and it turns out one of them used to sail El Toros on Lake Merritt. He and another inmate said that 13 or 14 is when they started getting in trouble, and if milling the wood for this program could keep our kids from going down that road, they were eager to do it."

To complete the boats, students used sails donated by Sharon Hart of Hart Sail Designs in Sacramento, and gear donated by West Marine. Local people and businesses donated new drills, a gorgeous set of family heirloom chisels, and other items.

Most graduates of the program return the next year to help coach the new kids. One of the recent newbies was young 'John'. Classified as 'nonresponsive' by the school, John, they said, could not read, knew no math and had a low IQ. However, as the program progressed, John began to take more than a passing interest in sailing. When the hour-long, 100-question final exam rolled around, Flynn asked John if he wanted the questions read to him. No, he said, and sat down to get to work. Half an hour later, he was done. He didn't miss a single question. "I can read," he confided to Flynn. "They just don't know it."

During the lofting of the boats, John again amazed the adults. "There's a fair amount of math in the process, and it can be confusing for some people. But we basically explained it once to John and he got it. He even helped the other kids that were having a hard time. When it came to building, he was a natural with tools. . . ."

Of course, every student is different and not all respond so dramatically. But each graduates from the program with a clearer self-image, a healthy dose of self esteem — and a cool little boat they built themselves. Some talk of going on in sailing, of becoming instructors themselves, of voyaging off over the blue horizon.

The program has already won many awards. It even appears on a film shown worldwide by Lions International to showcase their community involvement. And it's expanding beyond the borders of Lone. The classes have been guests of Cal Maritime and OCSC, where they enjoyed a barbecue and a Bay sail on one of the school's Catalina 34s. Last month, Flynn and a few of his students came down to the Island YC in Alameda to show off the program. IYC wrapped a little interclub competition around it, where members of IYC, Encinal, Aeolian and

continued on outside column of next sightings page



Something to cheer about: lone Junior Sailing students rig and sail El Toros they built themselves (above and left). Inset, some friendly competition on the Estuary.

PHOTOS MIKE FABER

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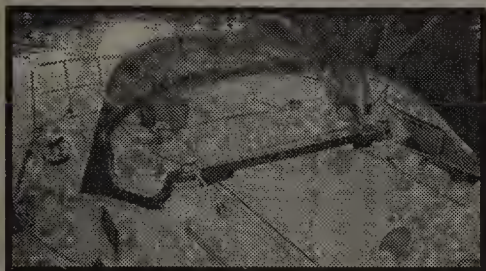
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building on the future — cont'd

Richmond YC did a short tag-team course around the Estuary in El Toros built by the Lone Juniors. IYC won. But, notes Flynn, "Doesn't the host club *always* win?"

"I'm hoping to take a version of this program to other communities," he says. "Get a few businesses to sponsor us, spend two weeks building boats — we can put together a Frosty out of hardware-store materials for about \$150 (Toros are about \$400) — and a third week racing them, then give them to a program for other kids to use."

A tip of the hat to Flynn, his team and their innovative program. If you want to find out more about it, you can reach him by email at grd@goldrush.com.

don't drink the water: dealing with the pre-cruise blues

Once upon a time, there lived a benevolent king who loved his loyal subjects, and they loved him. All lived happily together until the day a sorcerer with a score to settle crept into the town under cover of darkness. Reaching beneath his cloak, the sorcerer produced a vial, emptied its contents into the town's only well, and vanished into the night. As the concoction took effect, the townspeople descended into madness. The king, whose own water supply remained untainted, was alarmed at the change he observed in his people. Leaving the safety of his castle to investigate, he was stunned to discover his once loyal subjects conspiring openly to overthrow their sovereign who was, they observed, no longer like them. The king, contemplating every possible explanation for the strange affliction, concluded that it emanated from the water.

Soon the fateful day arrived when the people, having decided that their king was deranged and must be deposed, stormed the castle. Slipping out a secret passage, the king dashed to the tainted well. Gazing into its murky depths, he knew what he must do. Lifting the bucket to his lips, he drank deeply. Immediately, the townspeople noticed a difference. "The king's madness has subsided," they observed. With their king once again like them, the people were satisfied and everything returned to normal in the quiet kingdom.

It wasn't until we were in the final stages of planning our summer cruise to Alaska that I questioned whether it was my turn to drink the water. Prior to that, while the trip was still theoretical and likely to fall into the category of most other ambitious trips-to-be — that is, those that never actually occur — nobody was particularly threatened by the idea. But as the event drew closer, and the likelihood of it actually occurring increased, an insidious resentment appeared. But it didn't present itself as mere resentment; that would have been easily dismissed. It came in a subtler and more pernicious form that had me questioning things I had accepted as irrefutable only a few months before.

People who knew my wife and I since before we were married, and who presumably understood us almost as well as we understood ourselves, began wondering openly whether our marriage would survive three months confined in each other's presence aboard a small boat. It seemed everyone suddenly had friends, or friends of friends, whose marriages had disintegrated under similar circumstances. "Why take such chances?" they reflected, "Marriages are easy enough to destroy. They don't need any help."

Then there were the jobs. My wife had worked hard to become a key employee in a successful publishing company. I had toiled 15 years as a management consultant establishing a solid base of loyal clients who counted on me for advice. When my wife quit her job to sail to Alaska, and I contacted my clients with similar news, our friends and family were incredulous. We were accused of irresponsibly jeopardizing our children's financial future by interrupting the family revenue stream.

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sailmail sos

South Pacific — but also to suspend the license for SailMail's current station.

PinOak is headed by Peter Detwiler, who quickly identified himself as a "former Vice Chairman of E.F. Hutton". We took that to mean he isn't rich like the '.com' kids in the Silicon Valley, but isn't poor either. He also gruffly told us that he was "responsible to 49 stockholders."

In any event, Detwiler hired Raymond Kowalski to represent PinOak in their efforts to have SailMail shut down. Kowalski isn't some storefront lawyer, but in the words of Detwiler, "one of the six guys who used to run the FCC." Kowalski made three charges against SailMail: 1) That SailMail is really owned by West Marine Products for commercial purposes such as selling high speed modems. 2) That SailMail is a Private Coast Station operating with a Public Coast Station Emission. 3) That SailMail members were using equipment not properly imported into the U.S.

Some erroneous and misleading copy in an old West Marine catalog may have encouraged some paranoid people to believe that West Marine owned SailMail and therefore might be using it for commercial purposes, but not if they looked into it. Indeed, West Marine doesn't even sell the modem PinOak claims they run the station to make so much money on! The second charge is a little more complicated. As best as we can understand it, it's based on whether the \$200 'association fee' is equivalent to charging for calls. PinOak charges \$275 a year to belong to their service, but also about \$1 every time you send half a page of text. Would this be 'double charging'? The third allegation, that SailMail users are utilizing improperly imported high-speed modems, is described as "nonsense" by Honey. "It's a common, off-the-shelf product used by many hams," he explains.

We called Detwiler to find out the real reason for PinOak's beef with SailMail. After all, the only reason we could think Detwiler would get his knickers in such a twist is that the little non-profit was cutting into their business. The never-at-a-loss-for-words Detwiler proved to be very entertaining. When we asked for the correct spelling of his name, for example, he puzzlingly replied, "S-T-A-L-I-N" — in what we could only assume was a reference to the former Soviet dictator who had 10 to 20 million citizens put to death. He also asked us what kind of pot we were smoking. And when we innocently asked how many subscribers PinOak had, he growled that, "It's none of your busi-

— cont'd

ness — besides, nobody ever tells the truth about things like that." The most humorous of all was when Detwiler insisted that PinOak hadn't filed anything against SailMail with the FCC. When pressed, he explained that it was PinOak's lawyer who had done it. Detwiler probably believes Clinton wasn't engaged in a sexual activity when he was getting his famous blow job.

Detwiler didn't want to discuss the charges about SailMail being owned by West Marine or the allegedly improperly imported modems, but fell back on the allegation that SailMail should have a private carrier license: "There's a very simple test. If you want to charge for traffic, you have to be a common carrier." PinOak clearly charges a fee to belong to their service and a fee for traffic; SailMail also charges a fee, but there's no charge for actually using it. So you decide whether they're charging for their service.

When asked if all this wasn't really a case of a large for-profit company hiring a former FCC honcho to use legal actions and influence with former colleagues to squash a small non-profit that was satisfying its users, Detwiler responded: "That's the way the system works". He also suggested that if SailMail "wasn't prepared to stand the heat, they shouldn't go into the kitchen."

It was a difficult conversation in the sense that Detwiler's answers seemed elusive and he frequently took the conversation way off track. Ultimately, it did nothing to alter our suspicion that this might well be a case of a wealthy bully using his power and insider influence to crush an altruistic little non-profit that's been providing great service. It's in times like this that we get to see whether our government regulatory commissioners are men and women of principle — or more like too many of their counterparts in San Francisco.

Don Melcher's H.F. Radio, *Latitude 38*, Stan Honey, and North Sails in San Diego, all stand ready to establish a station in San Diego for email communications for cruisers in the South Pacific. The only thing that stands in the way is PinOak's complaint to the FCC. If you have any thoughts on the matter and wish to forward them to Detwiler, you can email him at sales@pinoak.com.

For what it's worth, we see both Stan Honey and Jim Corenman several times a year, and consider them friends. And although we have a standing offer to pay for half of a station in San Diego to better serve the South Pacific, we've never belonged to SailMail.

don't drink the water — cont'd

"How can you walk away from the money? How will you pay for college?"

Then there was the matter of the children. Our two daughters, aged 8 and 5, made our plans an easy target. Over the course of several discussions with family and friends, we discovered how little we knew about how the kids would react: they would miss their friends, they were too young to appreciate the scenery, they would get bored during long idle hours, they would fight with each other incessantly, they would degrade physically from lack of exercise, they would fall behind in their school work (or more accurately, their preparation for the upcoming school year), they would be frightened, they would long for their own rooms, they would sacrifice precious time with grandparents, they would miss the cat, they would lose all sense of time and conclude that they were never coming home, they would forget how to relate to children of their own age, they would drive a wedge between my wife and I, they would be constantly seasick, and they would be exposed to unthinkable dangers such as drowning and bear attacks.

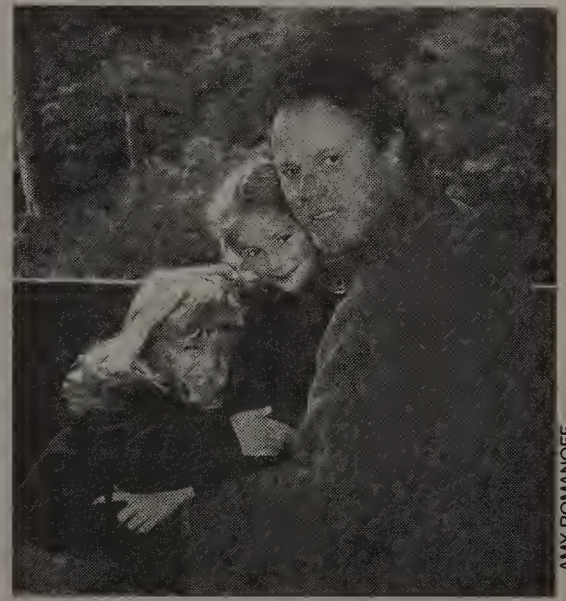
My wife and I, for our part, had deluded ourselves into a naively romantic version of the same events. We thought spending time together would strengthen the family. We thought the kids might develop a special relationship with each other forged out of the simple fact that they would only have each other. We thought that mere exposure to unimaginable natural beauty would insinuate itself into their character and make them better people. We thought a summer away from cars, radio, televisions, newspaper, movies, pollution, shopping malls, billboards, and junk food would clear our heads, and that a summer's worth of shared experiences might create lasting bonds. We thought living together in close quarters would reveal better ways to get along. And we thought we might encounter others doing similar things who would welcome us into their community.

As departure time neared, the objections intensified. I, who had been carefully nurturing and protecting the dream of such a journey for years, began wondering if I was imposing a selfish fantasy on a family of reluctant participants. I started asking my wife regularly, "Do you really want to do this or are you just going along with it for my sake?" She assured me that she shared the dream. I thought she was lying. We wondered together long into the night about the morality of dragging two innocent children on a perilous adventure. I asked the kids if they were sure they wanted to go. They looked at me strangely and said, "Yes, Dad, why do you keep asking?" I figured they could no longer think for themselves as a result of my endless brainwashing.

My resolve was unraveling. I found myself looking for a graceful way out. ("Where is that bucket of water?" "Maybe we should wait a year until the kids are older.") Concerned about effects of the trip on the children, I sought the opinion of a child psychologist. Sitting on the couch in her office, my wife and I laid out our plans. We held back nothing, afraid that if we sugar-coated the truth and the kids suffered, we would carry the guilt for life.

It took only two sessions for her to render her verdict: "Do not go. Doing so will definitely damage the kids." I was shocked, but relieved.

continued on outside column of next sightings page



Kent Romanoff with emotionally devastated daughters Danielle and Andrea in Alaska.

AMY ROMANOFF

don't drink the water — cont'd

Finally, I had my out. But my wife would have none of it. "That woman," she sneered, "is irresponsible and insufferable. We're going anyway."

And go we did.

What I failed to appreciate during the months prior to our departure was the extent to which we had rocked the values of those closest to us. Our plan, it seemed, challenged their complacent lifestyle. Like the villagers who drank the water, they could not accept us being different. I believe we all hear a faint voice deep within whispering "find another way." But much conspires against heeding this voice. In truth, the fabric of our society depends on few people answering the call. What is demanded, instead, is that everyone plods stoically down the same beaten path.

Many of the tentacles that conspired against our leaving, however,

continued on outside column of next sightings page

festival of

Dropping in on the the National Maritime Museum Association's Festival of the Sea on September 25-26 reminded us of running into an old friend we hadn't seen in a few years who's been working out and eating lots of red meat. Same familiar face, but a new strength, vitality and size that was surprising!

This is the 20th year for the Festival, which takes place on Hyde Street Pier in, on and among the museum's fleet of historic ships. This year, it highlighted not only the rich maritime history of our area, but specifically the 150th anniversary of the Gold

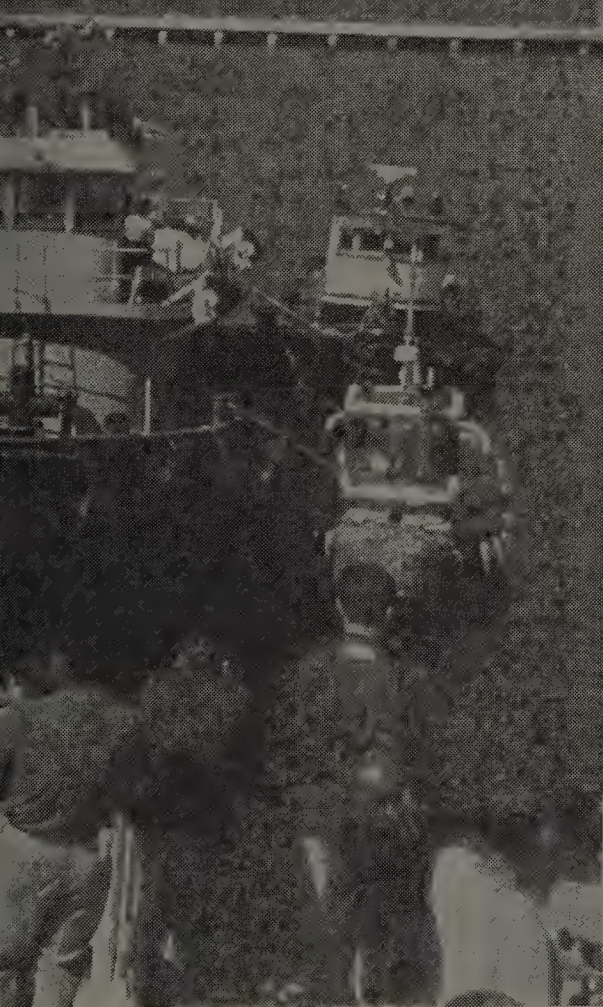


the sea

Rush. The other goal of the Festival is to get more people interested in boating and other water recreation.

Demonstrations and entertainment included a boat building challenge (inset below), booksignings, boat rides, kids activities, living history enactments aboard the ships, knot-tying, rope splicing, tradition sailmaking — it was all there. Sponsors included APL, Bay Ship and Yacht Co., *San Francisco Chronicle*, KABL Radio, PBS Television's *Theodore Tugboat* and Pepsi.

If you didn't make it this year, plan to in 2000. We'll be there!



COURTESY SAN FRANCISCO MARITIME NATIONAL HISTORIC PARK

don't drink the water — cont'd

were more mundane. It is astonishing how monumental is the effort required to break free for even a short time. There are the bills that need paying, the house that needs renting, the garden that needs tending, the cat that needs feeding, the cars that need starting. Which says nothing of preparing the vessel and planning the journey. In today's world, a crumb of freedom exacts a heavy price.

We are back now, having spent three months traversing 2,000 miles of pristine Alaskan coastline aboard a small boat with a family of four. The lessons we learned are as fresh and clear as Alaska's icy water. The first revelation: there is a 'there' there. It exists, just beyond the castle walls, where whole communities of individuals have abstained from drinking the water. What a relief it was to find others who shared our values. Suddenly, we were no longer alone. Sitting together for hours swapping stories was intoxicating. But, it wasn't the reminiscing that was so enticing — it was the sense of affirmation that went along with it.

And the kids thrived in ways we could scarcely have imagined. Somewhere along the way we realized that for the first time they were actually being raised by their own parents. Prior to that time, we shared the responsibility with baby-sitters, teachers, grandparents, and friends. At best, we were responsible for a large fraction of what went on, but never close to the majority. Suddenly we controlled all the stimuli that entered their innocent brains. Gone was the flood of inputs generated by scores of school kids and crass TV commercials. Gone were the news flashes and headlines screaming atrocities. Gone were concerns about stranger abduction and random violence. In their place stood a peaceful routine of family meals and splendid scenery, punctuated with quiet walks, kayak rides, and fishing trips. The kids responded with new found maturity and confidence.

We also discovered the difference between living together and sharing a common base of operation. On land, we merely shared a house where we reconvened after a day apart. On the boat, we ate together, explored together, laughed together, cried together, read together, fished together, fought together, made up together. Everything, everyday, all day. We had to — there was nowhere else to go.

To be sure, it was far from ideal. We experienced awful weather, rough seas, and all the stresses of close living. The kids fought, and so did we. There were times when we even considered quitting and heading home. The decision to press on was made jointly, as a family, with the kids weighing in as co-equals. It was the first important decision we ever made together and the kids will never forget it.

Of course, looking back on the experience it seems comical that we considered caving in to the pressure and canceling our plans. The trip exceeded even our loftiest expectations. To those planning similar or even grander adventures, particularly with children, we say stay the course. Protect your dreams. And never, ever, drink the water.

— kent romanoff

beyond the call

Sharon and I have owned *Warren Peace*, a Passport 47, for eight years now and have enjoyed her immensely. We've sailed her all over San Francisco Bay (Clipper Cove is our favorite weekend anchorage), to the Delta and down to Half Moon Bay, but nothing is more fun than taking a week or two to sail down to Catalina Island to scuba dive, walk the town, and visit with the locals. Marina del Rey is also fun with its many big boats and beaches. The air is warm and the water is clear and blue; Southern California has a completely different feel than the Bay Area.

We have become so enamored with Catalina that we have made September visits for five or six years straight now, waiting until after Labor Day to avoid the crowds. Our 1999 vacation went similarly, with memorable stays at Avalon and Cherry Cove and the California YC in

continued on outside column of next sightings page

beyond — cont'd

Marina del Rey.

All good things come to an end, and September 24 found me flying down to LAX with two other crew members who wanted 'the Conception experience'. We departed MDR around 11 p.m. and motored all



John and Sharon Warren.

night. We stopped in Santa Barbara the next morning to top off fuel, then left around noon on Saturday for the trip around Point Conception and up the coast. All systems were 'go' until we got a little past Point Piedras Blancas, 35 miles north of Morro Bay.

Just after daybreak on Sunday morning, I heard a strange noise — a noise that I had never heard before in all the time we've owned the boat. Then the

noise stopped. We kept motoring. Fifteen minutes later, I heard it again — and the transmission stopped transmitting. We had no forward gear.

We were about 10 miles offshore, in big swells, no wind and thick fog. We weren't going anywhere and we were in the shipping lane! *Warren Peace* does have modern navigation equipment and radar so I knew exactly where we were and I could look for ships in a defensive mode.

I called Coast Guard Long Beach on VHF channel 16 and asked if there was towing service between Morro and Monterey. They said no. We went through the normal questions: How many people? Are you wearing life jackets? etc., etc. They asked if we were in any immediate danger and I told them no. I just needed help getting my boat back to Morro Bay for repairs.

CG Long Beach called CG Station Morro Bay. Within minutes, Station Morro Bay launched 47231, their brand new 47-ft motor lifeboat with full crew. CG Long Beach and *Warren Peace* set up a communication schedule every half hour so I could call in my latitude/longitude. In a little under two hours boat 47231 arrived on scene. They first asked if we were okay and then started giving me instructions on how to pass lines over from boat to boat without getting them caught in the prop of the Coast Guard motor lifeboat. The first thing that came over was a drogue for me to deploy if the seas picked up. This would keep *Warren Peace* from going too fast down a wave. The next thing to come over was the tow line which was prepared with a bridle. I fastened the bridle to the forward starboard and port cleats. The boat coxswain continued to talk to me over VHF 22 asking me how much the boat weighed and what was its hull speed. He didn't want to do any damage to my boat — and didn't want any overstrained cleats flying through the air. All during this conversation, the Coast Guard crew made sure we were okay and understood what to do. They were matter-of-fact with their instructions, and most professional and courteous. Once hooked up, 47231 started paying out towline slowly like a long rubber band so as not to jerk my bow and damage the cleats. They must have reeled out 600 to 700 feet of towline. Five hours later, we were back at the entrance to Morro Bay. The fog was still heavy, so the Coast Guard coxswain made an announcement on channel 16 that they had my boat in tow and asked all other boats to stay clear due to lack of visibility and maneuverability in the channel.

Just outside the entrance, they reeled in most of the tow line. Once in the harbor, they reeled in the remainder of the line and then maneuvered their boat bow-to-bow and stern-to-stern to mine until we got to the Morro Bay YC buoys. That's where they dropped us off. Once tied up to the yacht club buoy, they asked again if there was anything else they could do before they left. I said no... unless they wanted to fix my

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pope stabs

It was the Master's Regatta equivalent of the shot heard 'round the world: sailing icon Lowell 'The Pope' North's accidental de-nosing of Gary Kneeland's J/105 *Orion*.

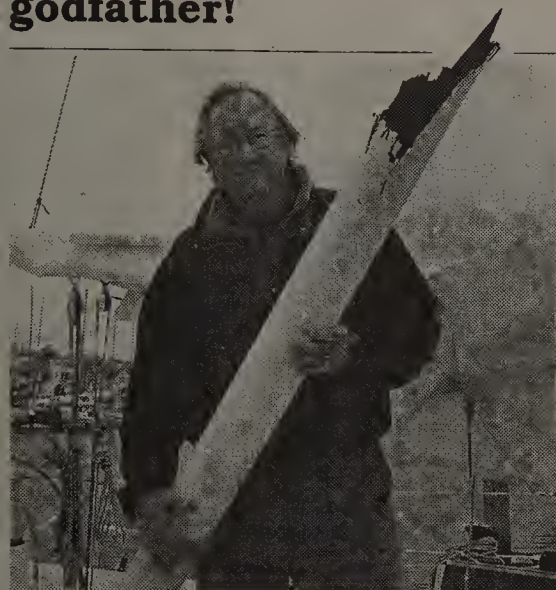
The accident was caught at the moment it happened in the photo below. *Orion*'s bowsprit is plainly visible (to left of mark) about to pretzelize the starboard stern pulpit of Mike Egan's *Sabertooth* (#222). A split-second later, there was loud bang and the carbon 'prod' was no more.

At the subsequent protest hearing, *Sabertooth* helmsman Don Trask, the godfather of local J/Boating, was DSQed for not giving The Pope room at the crowded starboard-tack mark rounding. North could have been thrown out, too, but argued successfully that bailing out to the right — as this photo bears out — would have been much worse.

Neither boat suffered hull damage and all parties took the fender-bender in stride. Kneeland, in fact, lists it as a highlight of his sailing career. "De-poled by The Pope — how cool was that?"



godfather!



'Orion' owner Gary Kneeland and the stump. Below, the moment of impact.

Even Trask managed a smile when he was presented with the broken pole as a souvenir at the Master's awards ceremony — autographed by most of the regatta participants.

beyond — cont'd

transmission.

I have never been so happy to have the Coast Guard help me out. I don't think we as boaters give them enough credit for the good things they do in addition to making the waterways safe.

Coast Guard Station Morro Bay coverage area is on average 50 miles north, 50 miles south, and 50 miles out to sea. The new 47-ft motor lifeboat that they have has cut the response time in half compared to their previous boat. I want to personally thank Coast Guard Station Morro Bay and Coast Guard Long Beach for their assistance. They were professional, courteous, concerned that the crew on *Warren Peace* was okay, and offered to help in any way they could. What more could you possibly ask? Special thanks to Boat Coxswain Jorge Diaz, who I believe was running the operation on 47231, Erik Westman, Adam Johnson, Chris Wright and Jeff Cable. I think there were two other people on 47231, but we didn't get their names.

—john and sharon warren

Editor's Note: The Coast Guard is not setting a precedent with this tow. Per current policy, they no longer routinely do non-emergency tows, but instead refer them to commercial firms. However, as noted in the text, there are no commercial salvors operating on that stretch of coastline. Additionally, the fact that Warren Peace was becalmed in fog in the shipping lanes was cause for concern on the Coasties' part. By doing the tow quickly and during daylight hours, they were in essence avoiding having to do it at night and/or in true emergency mode.



LATITUDE/ANDY

pacific cup 20th reunion — who's in?

Seeing the ad for the Pacific Cup Race next July (see *The Racing Sheet* for more on that) reminded me that it will be 20 years since the first race left Baker Beach just outside the Golden Gate and sailed for Nawiliwili Harbor at Lihue, Kauai on Saturday, June 20, 1980. The enclosed picture of *Geronimo* was taken just after we crossed the starting line. That's me behind the wheel and our two daughters, Laura and Cathy, on the grinder. My wife, Irene, was below preparing lunch. Others in the picture are Dave "Doc" Stewart (in the striking pose), navigator Chuck Wilcox (who had just returned from a five-year circumnavigation with his family), Klaus Dehn (our chief dietician) and a guy named Jim, who joined our crew at 11:30 the night before the race. We had a great 14-day sail across, coming in 4th out of 8 boats in our division. *Merlin* beat us by three or four days. It took 24 days to get home, as we didn't have enough fuel to motor through the Pacific High.

After that trip and a couple more to L.A., we had *Geronimo* gutted and rebuilt by Jerry Boscow of Alameda Yacht Service. My wife and I then sailed her to Spain in 1985. The boat is still over in the Med, but we plan eventually to bring her back to the Bay, perhaps in 2001. In the meantime, I sail an Islander Freeport here (yes, actually sail it!), but long for the day when I can once again have *Geronimo* for more than a few weeks each summer.

Having said all that, I wondered if any plans had been made for a 20th anniversary celebration of the race. The Ballena Bay Yacht Club was the first sponsoring club. Managing a race of this magnitude is certainly a major undertaking for any club, but especially one the size of Ballena Bay. They were very brave and did a fantastic job — the entire affair was well organized from start to finish. Forty-four boats started and I believe 38 crossed the finish line. None sank, but I understand one beautiful old wooden boat from Southern California almost sank but was beached near Santa Maria.

Anyway, I think a 20th anniversary reunion would be fun. Has anyone heard of such a thing? I would be willing to help.



'Geronimo' at the start of the first Pacific Cup in 1980.

By the way, *Geronimo* is an Olympic 48, designed by the late Australian Ben Lexcen, who designed the winged-keel *Australia II* that won the America's Cup in 1983. She was built in Greece and originally raced out of Sydney for three years before the Aussies brought her to the West Coast in 1978. They raced her here in the Big Boat Series, then took her to Newport Beach, where we bought her.

— len teasley
los altos

Len — We contacted Pacific Cup YC's Jim Quanci who noted that no official 20th Reunion is in the plans. As part of the windup for the 1998 event, participants did celebrate the 10th Pac Cup. (The Pacific Cup is held in even-numbered years.) "A reunion does sound like a great idea, though," allowed Quanci. Anyone out there up for organizing such an event?

breaking out

Lake Merritt Boating Center, the oldest sailing school in the Bay Area and one of the largest in the country, is growing in new directions.



Mary Swift.

Seven generously donated vessels are now docked at the facility's Oakland Estuary location, and a brand new headquarters just 'downstream' is currently under construction.

Lake Merritt has been providing boating recreation and training since 1918. In 1952, the clubhouse was

built and sailing was added to an amazing array of watersports options. Paul Cayard is one of many well-known sailors who started on 'the pond' as kids. Nowadays, summer programs serve between 1,000 and 1,500 kids every year, without advertising! Adults may take part in year-round courses.

For a long time, once the small-boat ba-

auto-inflating pfd's gain

Approval of auto-inflating Personal Flotation Devices has been a long time coming. Inflatable jackets and vests have been around for more than 10 years. Yet the manually-activated models were approved only two years ago. The automatic units are simply manual units that add a third redundancy to the ripcord and oral inflation tubes: a Halkey-Roberts auto inflator that trips the CO2 cartridge within seconds of immersion, and inflates the vest without the wearer having to touch anything.

"What's taken so long is the Coast Guard's reluctance to approve something that could conceivably fail and kill someone," notes West Marine's safety expert Chuck Hawley. Fortunately, the high reliability of units from Sporting Lives (which makes SOSpenders and the West Marine brand), Stormy Seas, Mustang, Stearns and other makers is very good. Over the years, various niggling issues have been dealt with one by one until the Coasties literally had nothing else to niggle. Niggling back the whole time was Sporting Lives president Scott Swanby, who Hawley says deserves the lion's share of credit for finally getting approval pushed through.

Interestingly, though Coast Guard approval will certainly help people select and

of the pond

sics were learned, there was no clear transition available to open water activity and many students simply stopped sailing. Thanks to several generous individuals and organizations, it's now possible for sailors "from 8 to 68" to advance from the Lake to the Estuary, Bay and ocean. LMBC even has an entry in the next Pacific Cup and a 'Learn and Cruise' program aboard a schooner in the Caribbean.

By next summer, they will also have new headquarters. After four years of crossing 't's and dotting 'i's, the Jack London Boating and Aquatics Center finally got the official go-ahead earlier this year. The \$2.5 million facility, which is modeled after the very successful Orange Coast College Sailing Center in Newport Beach, will be located at Estuary Park, at the outflow of Lake Merritt, directly across from Marina Village. The first pilings were driven in August and the Center is scheduled for completion in June of next year. The 15,000-square-foot Center will house LMBC offices, classrooms, docks and equipment for programs in sailing and rowing. For more on the Lake Merritt Boating Center, log onto www.oaklandsports.org.

— mary swift

cg approval — finally

wear inflatable PFDs, their 'non-approval' did little to prevent them being sold. In fact, with increased awareness of the dangers of going overboard (underscored by the deaths of a half-dozen sailors in Northern California waters in recent years), inflatables have been veritably flying off store shelves. Many of those are auto-inflators, and the most popular models are those units that double as a PFD and safety harness. "We sell those by the gazillions," says Hawley, "and not just to racers. Cruisers and powerboaters buy them, too."

It's worth pointing out that Coast Guard approval does not guarantee you will survive a dunking with an auto-inflating PFD. Last spring, Doublehanded Farallones racer Harvey Schlasky was wearing an automatic PFD that either didn't inflate or malfunctioned (it was lost during the rescue so could not be analysed). He drowned after falling off a boat and getting dragged through the water by his tether.

That said, lifejackets save lives. No one can argue that. The Coast Guard's stamp of approval will likely help them save more, so it's a very good thing. But we can't end this report without reminding you that lifejackets only work when you wear them.

we are the waterfront nutzi's

We don't know if it was boat envy or the warm offshore winds of October, but something had much of the Sausalito waterfront behaving like paranoid morons. The following letter by the owner of a large sailboat — whose name we will omit for his own sake — was typical:

"Thought there might be a story here. There is a large new megayacht tied up at Schoonmaker allegedly belonging to Larry Ellison and sporting the name *Izanami*. Please read it backwards. Yes, I am paranoid and easily offended, and no, the First Amendment has not been officially repealed. Is this just a case of poor judgement or are powerboaters forming their own political party?"

For those who have been living in a cave, Larry Ellison is the guy behind Oracle Software, which has made him — depending on whether the market is up or down — about the 10th richest man in the world.

About a week before we received the letter, a staffer for the *Marin Scope* weekly newspaper called to ask "how we felt" about what the name of Ellison's boat spelled when read backwards. We told him it made us feel as bad as the fact that 'dog' spelled backwards is 'god'.

You'd think that people would think twice before spreading such defamatory rumors, but when it comes to dealing with the rich and famous, folks begin to behave like inbred hicks from the backwoods of West Virginia. Before long, Ellison, his captain, and the Schoonmaker harbormaster were getting inquiries from individuals and anti-defamation groups about the name of the boat. For a few days, the Schoonmaker harbormaster even locked the gate leading to the boat to prevent a parade of fools from pestering the crew.

The thing that should have given these busybodies a moment's pause is Ellison's well-known deep appreciation for Japanese culture. He has a \$50 million house on the Peninsula built in Japanese style; his office is Japanese; his hugely successful Farr 82 racing boat is named *Sayonara*, and when he purchased the late Emilio Azcarraga Milmo's 234-foot powerboat *Eco*, he renamed her *Sakura*. No, it's doesn't mean 'attack! attack! attack!', but rather 'cherry blossom,' the Japanese symbol for growth and prosperity.

What makes the whole business so silly is that seemingly nobody took a moment to investigate the rumor. It took the www.google.com search engine exactly three seconds to kick out the report that *Izanami* is a Japanese goddess who, while standing on the Heavenly Floating Bridge with the Japanese god Izanagi, stirred the waters with a lance and shortly thereafter created the island of Onokoro. According to Japanese mythology, *Izanami* is the goddess who helped create the world.

It's not going to mean anything to the deeply paranoid, of course, but Ellison didn't even name the yacht. She was christened *Izanami* by her Bermuda-based owner when she was launched in 1993. Still not convinced? *Izanami*'s captain told the harbormaster that Ellison's par-



LATITUDE/RICHARD

'Izanami,' spelled frontwards, is the goddess who helped create the world.

ticularly disturbed by this ruckus because he's Jewish!

When we passed this information along to the guy who wrote the letter at the top, his response was, "I did not know any of the above, thanks for setting me straight. No envy, I promise, but I still think it's

continued on outside column of next sightings page

nutzis — cont.

in poor taste."

Everyone is entitled to their own opinion, of course — and ours is that nobody has been behaving more like fascist storm troopers than the 'mind police' on the Sausalito waterfront who think a Japanophile shouldn't continue to have his boat retain the name of a Japanese goddess because they don't like the way they read it backwards. Get a life! The problem here is not someone else's poor taste, but one's own cultural ignorance.

For what it's worth, *Izanami* is a 192-footer with a distinct Dr. No/Stealth fighter/military appearance. No wonder, as she was built by Lürssen with the same hull and basic structure as a navy frigate. All that's missing are the twin guns up forward and the missile package aft. She's powered by twin 5,875 hp engines — about twice the size found on similar size boats — and reportedly can cruise at 35 knots. Current plans call for her to continue to be based out of Schoonmaker Yacht Harbor.

crew list party

You didn't miss the Mexico-Only Crew List Party *again*, did you? If so, you missed what is rapidly becoming one of the most popular cruising-oriented get-togethers of the year.

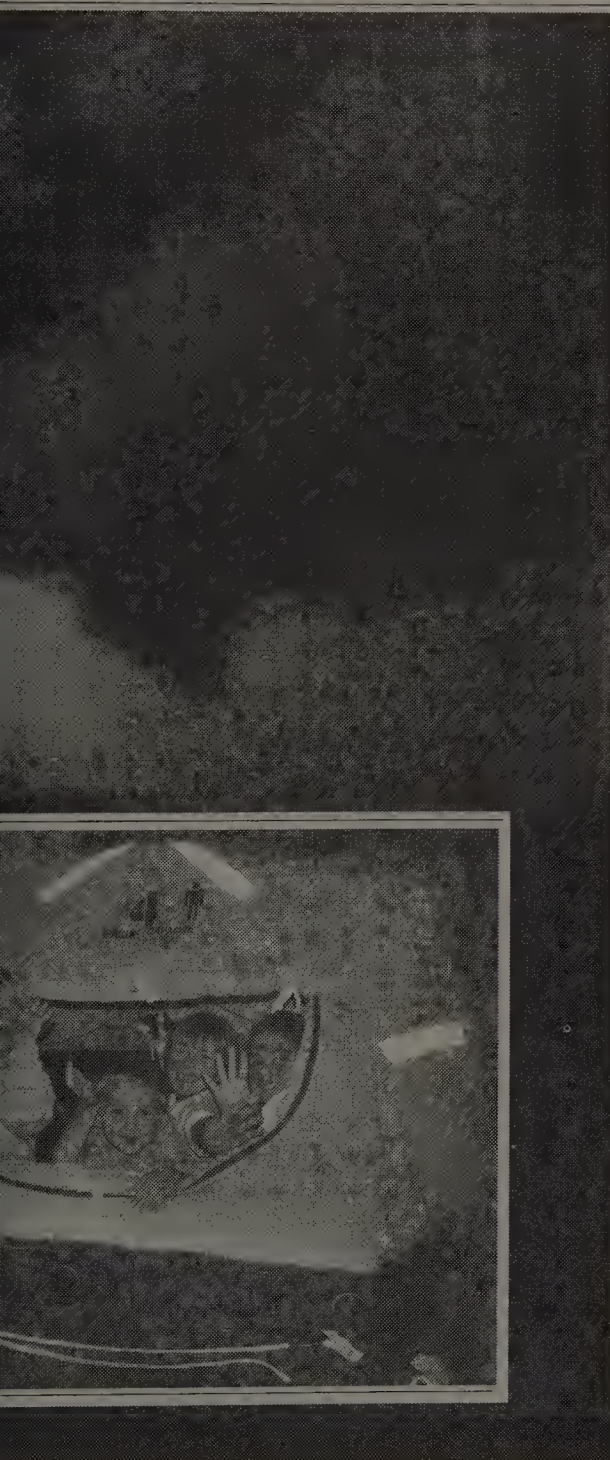
There was a big turnout at the Encinal YC on October 5. As with the last two or three years, we invited those participating in our Crew List, as well as people taking part in the Millennium Baja Ha-Ha Cruising Rally (see article elsewhere in this issue), veterans of the five previous Ha-Has, and anyone interested in maybe cruising to Mexico someday. In other words, everyone was welcome. We also invited the Coast Guard and several Ha-Ha sponsors to come and do demonstrations of safety equipment.



— one of the best

An estimated 350 folks showed up for one of the most fun get-togethers in recent memory. Mexico-bounders were able to talk to many Ha-Ha sponsor reps, see a 4-man (or as you can see below, multi-kid) liferaft demonstration, tour an 82-ft Coast Guard patrol boat and meet local head honcho Captain Larry Hall (who writes our *Coast Watch* feature every month), and play with all sorts of flammable pyrotechnics, also courtesy of the Coast Guard. An especially satisfying interaction occurred between Ha-Ha veterans and those taking part for the first time.

Our next Crew List party takes place in April and may include a helicopter rescue. Stay tuned.



coast watch

Here are Coast Guard Group San Francisco's significant search and rescue cases occurring between mid-September and mid-October:

September 25 — At 6:20 p.m., the San Mateo County Sheriff's Department notified us of a missing swimmer at Montara Beach. The Pillar Point Harbormaster dispatched their 32-ft Radon and rescue jet-ski for initial search. We launched an H-65 Dolphin helicopter from Air Station San Francisco and a Station Golden Gate 44-ft motor lifeboat (MLB). The MLB remained on scene until 11 p.m. and the helo, in two sorties, unsuccessfully searched until midnight. During the search, the helo deployed a datum marker buoy offshore, which eventually washed ashore. The helicopter returned for a fog-delayed first light search at 9:00 the next morning, with negative results. We calculated the average survival time for a swimmer in the 58-degree water to be 4 hours. Except for a pile of clothes left on the beach, we found no sign of the swimmer, and suspended the search at 10 a.m.

October 7 through 10 marked the major events of San Francisco Fleet Week, during which 56 Group San Francisco, Coast Guard Auxiliary, local police and fire vessels enforced a two-mile by 3,000-ft safety zone in San Francisco Bay for U. S. Navy Blue Angels' circling and arrival maneuvers on Thursday, practice airshow for the Blue Angels and civilian performers on Friday, the spectacular parade of Navy ships and airshow on Saturday, and the airshow on Sunday. During the 4-day period, we launched on over 60 search and rescue cases Group-wide, escorted 3 commercial ships through the spectator fleet, and patrolled or monitored 18 other marine events in the Bay. Despite the festive atmosphere of Fleet Week, tragedy occurred elsewhere in the Group on the 9th:

- At 10:50 a.m., the Sonoma County Sheriff's Department reported a missing diver at Sea Ranch, near the Gualala River. The Sonoma Sheriff's helicopter, 'Henry One', and Sheriff's Dive Team were joined by an H-65 helicopter from San Francisco and a Station Bodega Bay 44-ft MLB in the search effort. The H-65 searched the area until mid-afternoon and helped transport divers from Santa Rosa to the scene, while the MLB searched until nearly 4 p.m., when wind and surf conditions made further efforts hazardous. Though we suspended the Coast Guard search at that time, the Sonoma Sheriff's Dive Team returned the next morning and eventually found the missing diver, deceased, trapped in kelp underwater.

- The San Mateo County Dispatcher called Group San Francisco at 3:06 p.m. with report of a 17-ft pleasure craft with three people aboard that capsized 100 yards from the Pillar Point breakwall. Two of the three people were recovered, while the third remained missing. The Pillar Point Harbormaster 32-ft Radon, the San Mateo Fire Dept rescue boat, and a San Francisco H-65 responded and searched until sunset with negative results. The helicopter returned for first light search at 7:18 the next morning and searched until 8:35 with negative results. At 8:45 a body was reported washed ashore at Maverick's Beach, and later confirmed to be the missing boater. We don't know if any of the three were wearing life jackets.

- Though not a Group San Francisco operation, Coast Guard and Air National Guard units from the Bay Area were involved in a spectacular rescue during Fleet Week. At 9:25 on Oct 8, the Coast Guard Pacific Area Command Center in Alameda received the report of a 406 MHz EPIRB transmission from the fishing vessel *Paradise Queen II*, 1,100 miles west of San Francisco. A Coast Guard Air Station Sacramento C-130 Hercules launched at 11:52 a.m., and at 4:19 p.m. located the EPIRB aboard the 55-ft ketch *Chanteuse*, which had borrowed the *Paradise Queen II*'s EPIRB for its voyage from Hawaii to California. The *Chanteuse* reported that one of its crewmembers had experienced an apparent heart attack. Using the Automated Merchant Vessel Emergency Reporting (AMVER) system, the Command Center diverted AMVER participant vessel *Terrier*, a large auto carrier, to *Chanteuse*'s position at 8:30 p.m., and dispatched the Alameda-based

continued on outside column of next sightings page

coast watch — cont'd

378-ft Coast Guard Cutter *Boutwell* (originally scheduled to lead the Fleet Week Parade of Ships in to San Francisco Bay), carrying an Air Station San Francisco H-65 helicopter, at 9:30. Additionally, a C-130 launched at 12:30 Oct 9 to relocate the *Chanteuse*, finding the sailing vessel and directing the *Terrier* to its position at 3:30 p.m. The *Terrier* rendezvoused with *Chanteuse* at 4:49, and was able to safely transfer the patient aboard in 8-ft seas. Having closed to within helicopter range of the *Terrier*, the *Boutwell*'s helo launched at 7:47 a.m. on Oct 10, hoisted the patient from *Chanteuse*, and then returned to *Boutwell* at 8:58 a.m. The *Boutwell* then turned east to make best speed for a rendezvous with a Moffett Field-based H-60 helicopter from the 129th California Air National Guard Air Rescue Group. The H-60 launched with its C-130 tanker/escort at 10:10 a.m., met the *Boutwell* at 3 p.m., and lowered three pararescuemen to the cutter to prepare the patient for transport. Hoisting the patient and pararescuemen back aboard from *Boutwell* at 3:20, the H-60 landed back at Moffett at 7:30 and transferred the patient to a waiting ambulance that delivered him to the Stanford Medical Center. He was later reported to be in stable condition in spite of the now-confirmed heart attack. Though a massive, multiple-day, joint-service coordinated effort, we saved his life.

— captain larry hall

short sightings

FANTASY ISLAND — We couldn't make up stuff like this if we tried. Now in the works at CBS is a new game show where 16 people will be marooned on an uninhabited island in the South China Sea for as long as seven weeks. The 'winner' — the last contestant left — gets \$1 million. Here's basically how it works: the 16 men and women must work together to survive, but they also know that only one of them can win. Every three days, they hold a 'tribal council' to deal with various issues such as food gathering and shelter building. At the end, a secret ballot is held in which participants select one member to be expelled. When it gets down to the final two, however, the seven most recently kicked off the island will decide who wins. No one named Gilligan will be allowed to enter. The show is based on a three-year-old Swedish game show with the same theme whose ratings have gone through the roof.

The island chosen for the CBS version is Pulau Tiga, located off Malaysia's Borneo coast. The first group of Robinson Crusoes will land there next April and their tales will likely be part of the fall 2000 TV lineup. If you're interested in applying to be a contestant — we personally never acquired much of a taste for lizard — log on to www.cbs.com and follow the prompts for the show *Survivor*!

ANNAPOLIS — Due to the proliferation of "CB use" of VHF Channel 16, at certain times and places it has become difficult if not impossible to reach the Coast Guard during a boating emergency. At the same time, cellphones — although vastly 'better than nothing' — have not always met with adequate emergency response. So the Coast Guard has given the nod to the Annapolis-based National Boating Federation to conduct an extensive survey regarding cellphone use among recreational boaters. Part of that research will be to gather information from boaters who have used cellphones during emergencies. If you're one of those, you can contact the NBF at Box 4111, Annapolis, MD 21403-4111.

THE DELTA — The latest non-native species to bamboozle Delta engineers and biologists is the Chinese mitten crab. A fist-sized critter with fuzzy pinchers — thus the name — it likely arrived with all the other alien flora and fauna in the Delta in the ballast water of ships. The first mitten crabs were netted only three years ago, but last year, the population had so exploded that when the fresh-water crabs migrated to brackish water to spawn in the autumn, they clogged govern-

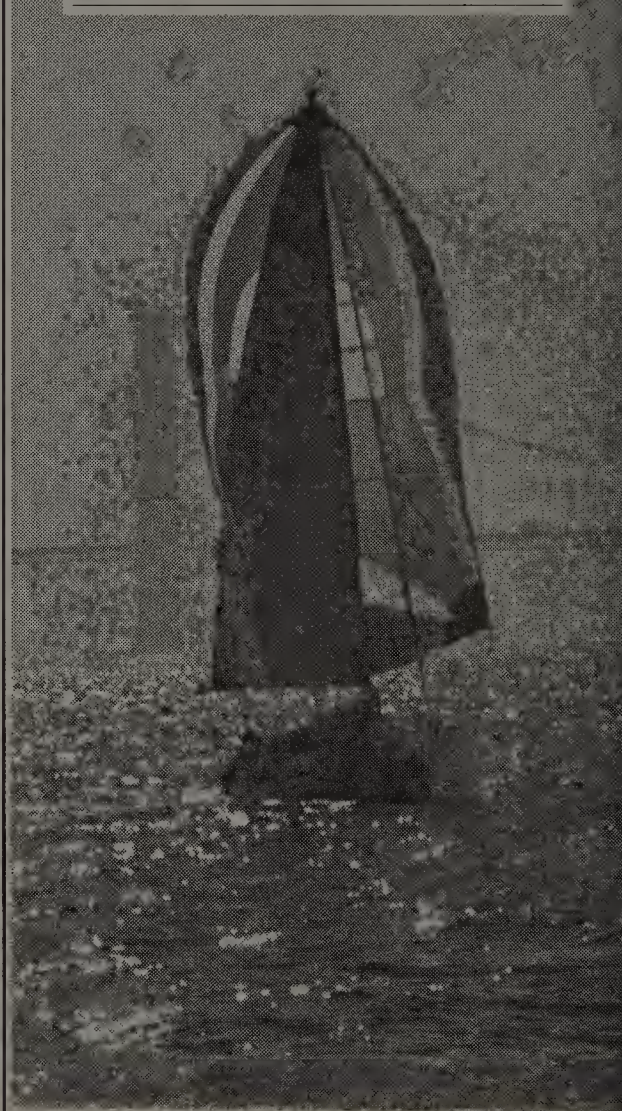
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latitude

Catching up with a story we first reported on last summer, adventurer Mike Horn is presently about two-thirds of the way through his walk across South America. We'll guess that he can't wait to go sailing when he gets to the other side.

You may recall Horn was planning an ambitious project he called *Latitude O* — to get around the world entirely without machinery and all within 25 miles of the equator. And everything's right on schedule; in fact, a little ahead of schedule. He started in June from latitude 0° in Gabon, Western Africa, and landed 4,210 nautical miles and 19 days later (10 days earlier than expected), still at zero latitude, at Macapa on the east

Late summer is one of the loveliest times of year in the Bay Area. Winds can be iffy, but if they're blowing, they're often warm, gentle — and from novel directions. Clockwise from spread: sailing downwind to the Golden Gate; the only thing thicker than the raft-ups at Angel Island was barbecue smoke; Hospital Cove was packed as Indian Summer lasted almost the whole month of October; beating to windward toward Berkeley.



zero

coast of South America. His conveyance for this and the other waterborne legs of the trip is a basically stock Corsair F-28 trimaran, which he reports performed admirably.

Mike, who learned survival skills for the Amazon jungle by living for six months with the natives there, makes about 15 to 20 kilometers a day through the rainforest. If all goes as planned, he'll reach the west coast sometime in December, climb aboard the F-28 (which was brought across the continent by his support team) and sail across the Pacific. If you want to know more about Mike or *Latitude 0*, check out his website at www.mikehorn.com.

short sightings — cont'd

ment water pumps by the tens of thousands. This year, engineers and biologists came prepared with big screens to shield the pump intakes. Crabs caught by the contraptions are sold to a company that processes them into 'organic' fertilizer. Ironically, the mitten crab shells contain some substance that kills some types of nematodes, small parasitic worms that prey on plants. So the fertilizer, and the crabs, are in great demand.

The crabs are considered a delicacy in Asia, but so far the idea of selling them to that market has met with lukewarm enthusiasm. Fears are that a mitten crab fishery here could spawn all sorts of negative scenarios elsewhere as people (illegally) 'transplanted' them into other freshwater systems.

Interestingly, one theory holds that the overpopulation problem may go away naturally as the crabs attain equilibrium with other Delta species. A similar infestation in Germany years ago gradually dwindled, then stabilized over a 15-year period.



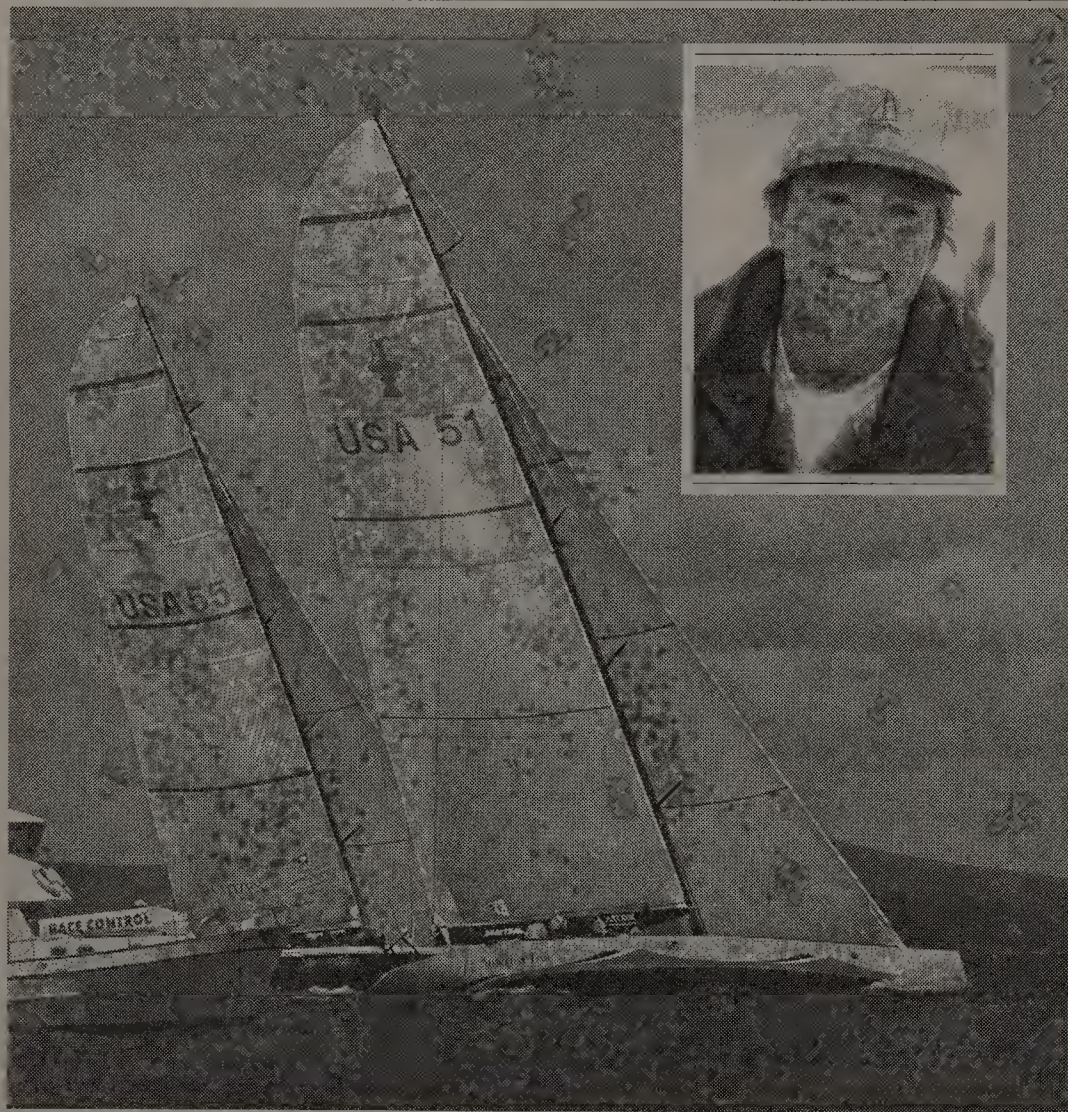
LOUIS VUITTON CUP, ROUND ONE

All the politics, the posing and posturing, and the pre-race hype finally ended — well, for a little while — when Round One of the Louis Vuitton Cup got underway on October 18 in the waters off Auckland, New Zealand. Eleven challeng-

on the 'B' team; and three are 'C' level. So far, there have been no real surprises at either end of the spectrum — *Prada*,

The first nine races of Round One have seen a range of wind conditions — one day was even called off due to heavy winds — several collisions, equipment failures, men overboard, and even some bloodshed. Being the America's Cup, there was naturally some controversy, too.

With six of the 11 challengers already involved in postponed races, the international jury abruptly suspended all racing in Round One for 72 hours. They didn't want the first round to end over three different days, citing the importance of all boats sailing the last two heats in the



ers, all keen to earn the right to face *Team New Zealand* in the 30th America's Cup, showed up for the round-robin eliminations. With victories only worth one point (as opposed to four points in Round Two and nine in Round Three), it's too early to get overly excited about the scores yet — but a macro pecking order is already com-

'America True' got the best of 'Team DC' off the starting line, going on to win their first meeting by 41 seconds. Inset, Dawn Riley.

AmericaOne and *Young America* have emerged, as expected, as the 'glamour' teams. The French, Aussies, and particularly the Swiss are all in the basement, basically beyond help. The middle ground

"Paul Cayard is the John Elway of sailing. He keeps reaching the Superbowl, and eventually he'll win one."

ing into focus.

Though Round One wasn't quite over as we went to press — races #10 and #11 were postponed three days due to boat carnage — it's now obvious that three syndicates are 'A' fleet players; five are

— *America True*, *Team Dennis Corner*, *Ab-racadabra*, the Japanese, and the Spanish — will be where the best action is over the next few months, as only three of these five syndicates will advance to the six-boat semi-finals in January.

— THE SOUND AND THE FURY

same conditions, and that all crews should have equal opportunity to prepare for the next round robin. The fact that it is not cheap to run the races (an estimated \$300,000 NZ every day) may have also been a factor in pushing the races back. Several of the



Above (foreground, from left): main trimmer Terry Hutchinson, skipper Paul Cayard and tactician John Kostecki hard at work in the '49er's office. Below, foredeck follies on 'AmericaOne'.

one-boat teams, who are most affected, have balked at the postponement. One syndicate, *America True*, is currently protesting the decision.

What follows is a quick and dirty 'scouting report' on the eleven challengers, based on what we could glean from press releases and the internet (www.americascup.org). As always, accuracy was attempted, though not guaranteed.

Prada (Yacht Club Punta Ala, Francesco de Angelis, ITA 45 & 48, Frers/Peterson/Egan) — The Italians are the 'no excuse to lose' syndicate, having spent a rumored \$70 million to assemble their dream team. They bought Bill Koch's



LOUIS VUITTON CUP, ROUND ONE

boats and gear to jump-start their campaign, and then hired both German Frers, Sr. and Jr., to design their boats, as well

Louis Vuitton Cup Round One

Syndicate	Helmsman	Record
Prada	De Angelis	8-0
AmericaOne	Cayard	7-1
Young America	Baird	7-1
America True	Cutler	5-3
Bravo Espana	Campos	4-4
Abracadabra	Kolius	4-5
Nippon	Gilmour	4-4*
Team DC	Conner/Read	3-5
Le Defi	Pace	2-7
Young Australia	Spithill	1-7
FAST2000	Schumann	0-8

as Doug Peterson and David Egan. Getting the latter two designers was a coup, as they were part of New Zealand's winning design group.

The Italians launched *Luna Rossa*, the first new AC boat of the current crop, last spring and got their second boat soon after. Cup newcomer Francesco de Angelis, a J/24 and Admiral's Cup sailor, heads up the well-practiced crew. With the exception of tactician Torben Grael, a Brazilian, the entire crew this time are Italians. They made quick work of their first six opponents, surviving a minor scare when mastman Simone de Mari fell overboard during a leeward mark rounding against the Japanese (he held on to a jib sheet and was quickly pulled back aboard).

The telling moments came in the next two races, the much-anticipated matchups with *AmericaOne* in the morning and *Young America* in the afternoon. Both races were tense, hand-to-hand combat affairs — with *Prada* winning by just 17 and 10 seconds, respectively. Boat speed between the Italians and the two U.S. boats was pretty equal, and equipment failures — a blown kite on *AmericaOne* and a malfunctioning spinnaker sheet shackle on *Young America* — ironically determined the outcome of each race.

In short, *Prada* — the 'silver bullet' — looks pretty tough, but far from invincible. They came into Round One with a huge head start, and should finish up with a 10-0 record. Meanwhile, *Young America* and particularly *AmericaOne* are relentlessly closing the gap each day.

AmericaOne (St. Francis YC, Paul Cayard, USA 49 & 61, Nelson) — Shortly after announcing his own America's Cup

campaign, Paul Cayard took a sabbatical to sail the '97-'98 Whitbread Race. Though some people raised eyebrows at the time, it turned out to be the best thing Cayard could have done, as the experience and exposure he gained from winning that epic race has greatly benefitted his A-Cup campaign. His 'star' power attracted the funds and the talent to mount a serious campaign, and Cayard is eager to avenge his Cup losses in '92 (as skipper of *Il Moro*) and '95 (skipper of *Team Dennis Conner*).

"He's the John Elway of sailing," claimed Gary Jobson. "He keeps reaching the Super Bowl, and eventually he'll win one."

Cayard and his tactician John Kostecki are probably the most aggressive 1-2 punch in the sailing world. The rest of their team (including Terry Hutchinson, Gavin Brady, Russ Silvestri, Morgan Larson, and from *EF Language*, Curtis

Conditions for LVC-1 ranged from windy and bumpy, such as the Spain/France crossing encounter below, to moderate to . . .



— THE SOUND AND THE FURY

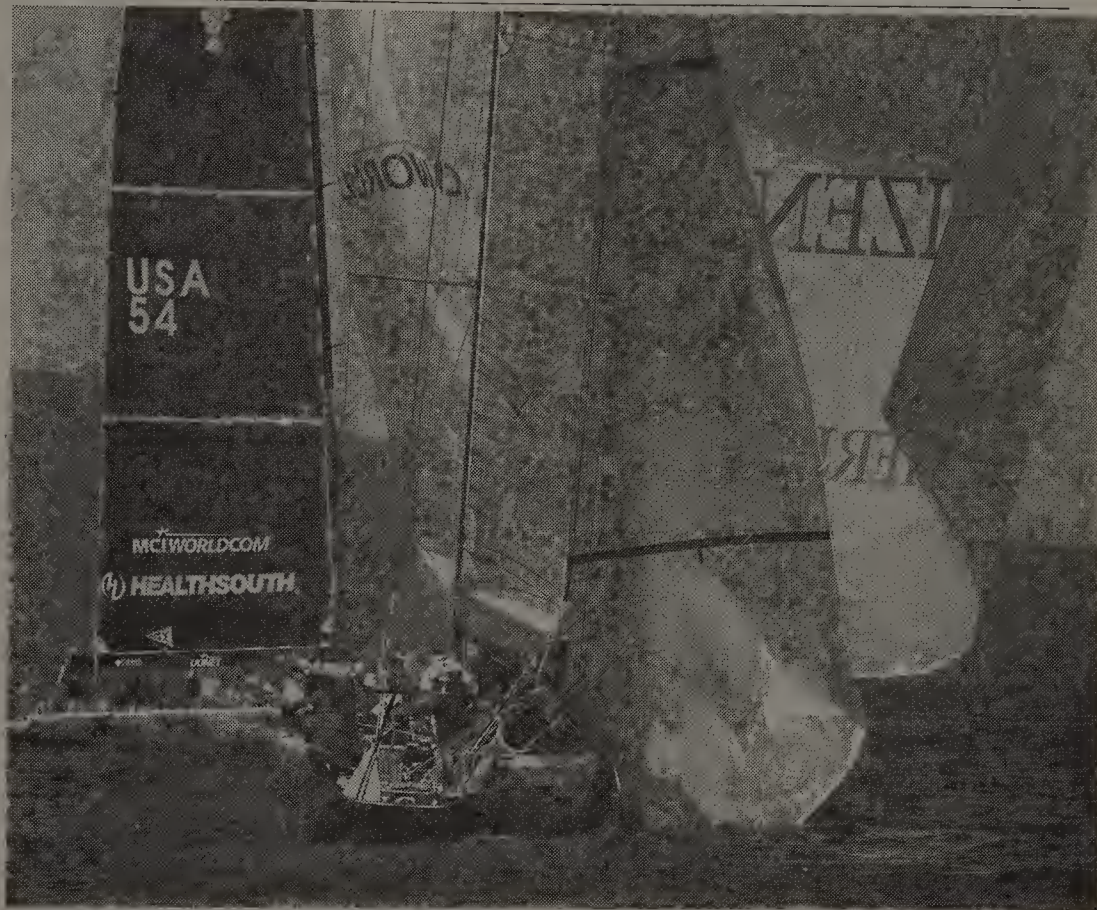
ALL PHOTOS BOB GREISER EXCEPT AS NOTED

before Dennis Conner lost it in '83, was the first group to challenge the Kiwis for the America's Cup, and hence is the Challenger of Record. Syndicate head John Marshall rolled their '95 *Young America* boats virtually straight into a four-year

Blewett and Josh Belsky) is equally talented and more than up to the task, and Bruce Nelson seems to have drawn them a quick new boat (their second one will be unveiled in the later rounds).

AmericaOne's only loss so far has been to *Prada*, and had their huge green kite not exploded half a mile from the finish line, that result would surely have been reversed. Cayard was upbeat about the loss: "The two *Luna Rossa* boats have been sailing for three or four months

now," he noted. "All in all, we're pretty pleased." Other than getting hit by *Team Dennis Conner* during pre-start maneu-



... just plain light. Above, 'Abracadabra' crosses in front of 'Team DC'. Both boats have been fairly unimpressive in the early going.

vers (which resulted in the 72-hour delay to dry out the boat's core and repair the damage), everything else seems to be coming together nicely for the St. Francis team.

AmericaOne's last match-ups of Round One will be against the Aussies and then *Young America*. The first meeting of the two American juggernauts will be interesting, to say the least. From looking at their winning margins, and extrapolating against *Young America's* times, we're guessing that Cayard's group will squeak

training and R&D program, hiring Ed Baird (the *Black Magic* coach in '95) as helmsman in '97. Also in the afterguard are Jim Brady, Kimo Worthington, Tony Rey and Ed Adams.

The Farr office doesn't have much of a track record in the America's Cup, but that hasn't stopped them from designing what appears to be a pair of very quick boats. *Young America* has lost only to *Prada*, and that was only by 10 seconds — and after *Young America* led much of the race. In an eerie flashback to *AmericaOne's* morning tale of woe, Baird's boat saw a spinnaker shackle let go during a jibe on the final run, allowing the

"Slow in a straight line,
she grinds to a stop when tacked or turned..."

by Baird and end Round One at 9-1.

Young America (New York YC, Ed Baird, USA 53 & 58, Farr) — The New York YC, which held the Cup for 132 years

lucky Italians to slip though.

The big test for *Young America*, the showdown with *AmericaOne*, was scheduled to occur two days after we went to press. Check the internet to find out who

LOUIS VUITTON CUP, ROUND ONE



Best seat in the house — Everyone has been sending lookouts up the rig to search for wind.

won.

America True

(San Francisco YC, Dawn Riley/John Cutler, USA 51, Phil Kaiko) — This is Dawn Riley's third A-Cup campaign, and her first as a syndicate head. She has assembled a one-boat, coed program that lists six women among the two dozen crew (herself, Liz Baylis, Merrit Carey, Lisa Charles, Leslie Egnot, Katie Pettibone). John Cutler, the Japanese skipper in '95, is True's helmsman, with Egnot, Kelvin Harrap, and recent addition Dee Smith in the afterguard.

True's 5-3 record is a pleasant surprise so far. They've lost to the 'Big Three', but beat *Abracadabra*, *Team DC*, the French,

the Aussies and, in a sailover, the absent Swiss team. Apparently *America True* is very quick downwind, and with some upwind improvement, could be a solid contender to make the six-boat semi-finals.

Their first race of the series, against crosstown rival *AmericaOne*, turned out to be their worst defeat, a 3:45 drubbing. With good momentum, and with two important and winnable matches to go (Japan, Spain), the True camp was incensed when the racing was postponed to accommodate the battered fleet. They've lodged a protest, claiming that the delay prejudices one-boat teams who need to make modifications before the November 6 start of Round Two. No word yet on the outcome of that protest, but the odds of the jury reversing its decision seem remote.

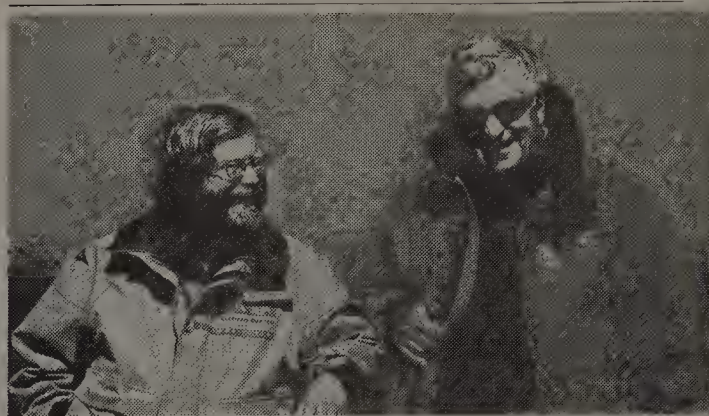
Copa America Desaffo Espanol

(Monte Real Club de Yattes Bayona/Real Club Nautico de Valencia; Pedros Campos/Luis Doreste, ESP 47 & 56, Vrolijk) — Pedros Campos is returning for his third America's Cup, intent on improving over their last place finish in '95. This time, Olympic medalist Luis Doreste is helping with the driving and a new designer, Rolf Vrolijk, was hired for the

single-boat shot. The Spanish team has been training in their previous Cup boats for a long time, including sparring with Pacé's French team. Tragically, one of their crew was killed in practice when a flying turning block hit him in the head.

The Spanish are 4-4, with losses against the 'Big Three' and *Nippon* balanced against wins over Conner, *Abracadabra*, the Aussies and the French. They will certainly finish at least at .500, and should win at least one of their last two matches (Swiss, *America True*). Like

AmericaOne, the stern of the Spanish boat is currently getting fixed, as *Nippon* took a chunk out of it at the start. Later in the



same race, which *Nippon* won, Spain's mastman Antonio Garcia fell overboard. He was returned to *Bravo Espana* by their tender, which was somehow allowed (and a moot point anyway). Spain did win the subsequent protest, which cost *Nippon* half a point in the standings.

Louis Vuitton Cup & America's Cup Schedule

ROUND 1

October 18 - November 5

Challengers race each other once (Win worth 1 pt.)

ROUND 2

November 6 - December 1

Challengers race each other once (Win worth 4 pts.)

ROUND 3

December 2 - January 1

Challengers race each other once (Win worth 9 pts.)

SEMI-FINALS

January 2 - January 19

Six challengers with most points from previous rounds advance to semis (Challengers race each other twice; win worth 1 pt.)

FINALS

January 20 - February 13

The top two challengers will compete in a best of nine race series.

AMERICA'S CUP MATCH

February 19 - March 4

Winner of the LVC takes on *Team New Zealand* in a best of 9 race series.



— THE SOUND AND THE FURY

Abracadabra 2000 (Waikiki YC, John

Kolius, USA 50 & 54, Burns & Dovell) — Kolius has finally returned to the America's Cup fray, skipping a boat for the first time since his NYYC challenger *America II* was knocked out in the early rounds of '87. This time, he has quietly put together a two-boat program from the drawing boards of experienced A-Cup designers Ian Burns and Andy Dovell. Each boat sports cool whale and porpoise graphics by Hawaiian muralist Wyland—maximum style points! A late cash infusion from the DeVos family (of Amway and

Hoist! 'Prada' at the weather mark. Above left, 'Prada' co-designer Doug Peterson (left) and syndicate head Patrizio Bertelli.

Windquest fame) insured that Kolius would make it to the starting line.

So far, the *Abracadabra* team hasn't pulled any rabbits out of its hat. Their 4-

Toshiki was clobbered in the head — knocked out, blood everywhere, broken nose, lost teeth...

5 record will inevitably fall to 4-6 when they meet *Prada* in their last race. They've managed to beat the trio of 'C' teamers, as well as *Team DC* — but have lost to everyone else.

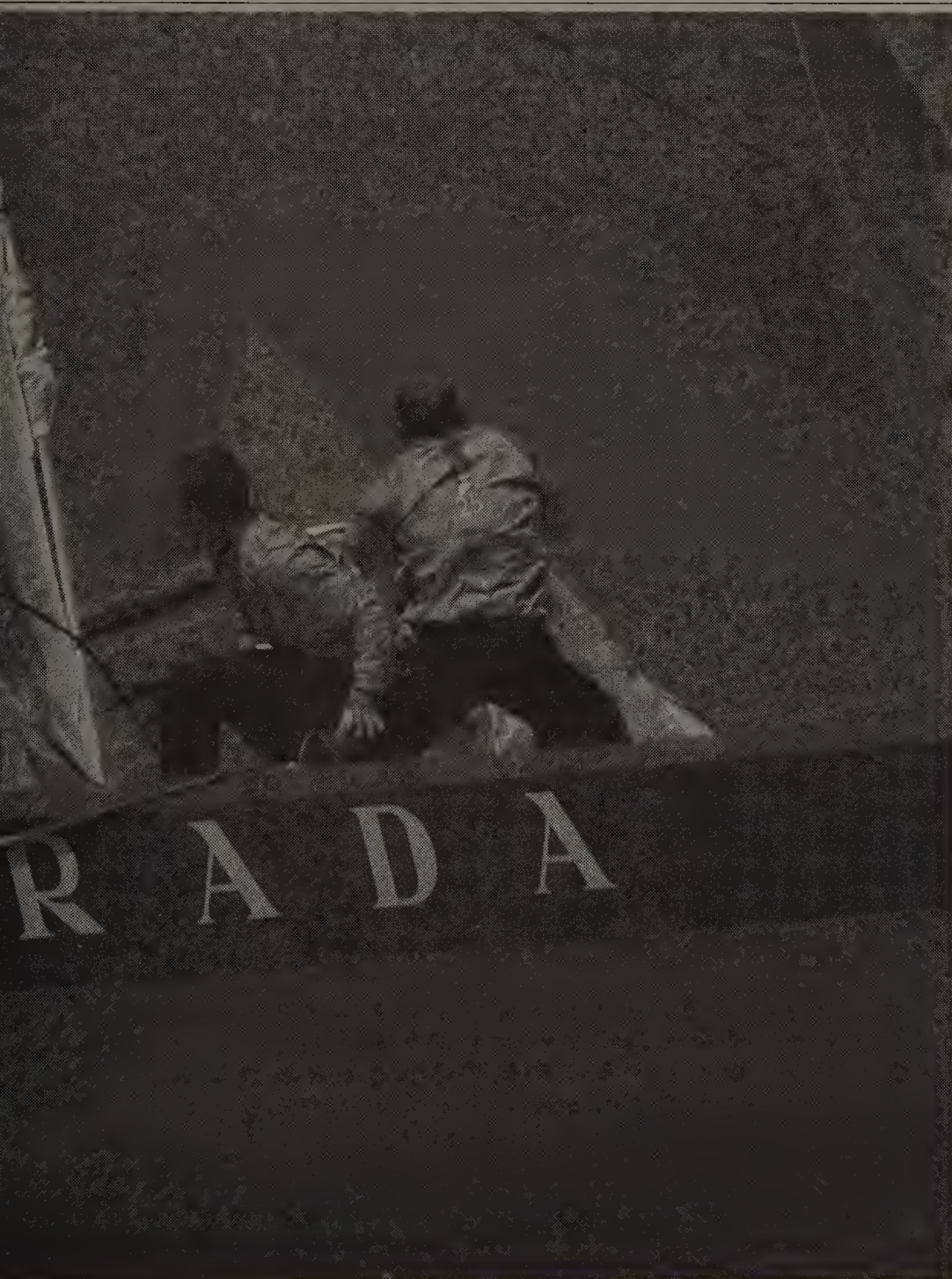
Nippon Challenge (Nippon YC, Peter Gilmour, JPN 44 & 52, Hideaki Miyata) — Relying heavily on hired help, the Japanese reached the semi-finals in '92 (Dickson) and '95 (Cutler), but have never gone further. Last time, Aussie match racer Peter Gilmour coached the team, but didn't meet the residency requirements

to sail. Now Gilmour is their helmsman and one of only two non-Japanese sailors on board. Their longtime design team has produced two boats, and the big-budget Japanese syndicate has high hopes of at least making the semis again.

Their 4-4 record (worth just 3.5 points due to hitting Spain) should also end up at least at .500 as they have yet to go up against the Swiss and *America True*. Gilmour's aggressive starts and tactics have gotten the team in a bit of foul trouble thus far, and they've also — at least temporarily — lost their bowman, Shibata Toshiki, in a scary accident on day three. Toshiki was clobbered in the head — knocked out, blood everywhere, broken nose, lost teeth — by a falling spinnaker pole as *Nippon* set the kite for the final run against the Aussies. After transferring Toshiki to a tender, *Nippon* resumed racing and still won by almost two minutes.

Team Dennis Conner (Cortez Racing Association, Dennis Conner/Ken Read, USA 55, Reichel/Pugh) — What would the America's Cup be without Dennis Conner? The larger-than-life A-Cup campaigner is back for his umpteenth appearance at The Show, once again on a shoe-string budget that maximizes bang for the buck — a winning business strategy, though not the way to win back the Cup. Conner's effort this time around seems almost too casual — they tuned up alone (most syndicates either have two boats or another syndicate as a sparring partner), and made a big production about not covering their boat's underbody from the public.

But you can't ever count DC out — and with his usual good crew (Ken Read, Peter Holmberg, Peter Isler, Tom Whidden) and a R/P-designed boat, this scrappy team may yet upset some of the better-heeled players. However, DC's current record of 3-5 indicates his program may be a tick off the pace. So far, their only wins have been uninspiring, coming at the expense of the Japanese (by 1:14), the Swiss (43 seconds) and the French (only



LOUIS VUITTON CUP, ROUND ONE

THE 17th MAN

One of the coolest aspects of the new America's Cup boats is the 17th man. The IACC's race with a crew of 16, but they are allowed to take one more 'observer' — the 17th man — who rides in the back of the boat. The only help he or she is allowed to give is weight to windward. No other input, physical or verbal, is allowed. Chuck Riley rode as the 17th man on America True and filed these impressions.

Good day yesterday — got to ride as 17th crew. It's both exciting and frustrating. Exciting to be on such a powerful machine with such incredible sailing talent, frustrating because you can't touch a

thing or say a word during the whole race. From the back of the boat, sometimes you can see little things that may need attention or big things like clearing the runner blocks right next to you but you have to wait for one of the crew to run back and handle it. All I could do was move my weight around to help out, stay out of the way and not go forward of the wheel. The loads on equipment are scary. When certain lines are eased on the winches, the sound is deafening and you can feel the whole back of the boat jump.

As you know we won the first race against *Abracadabra* mostly on downwind speed and crew work. We also held on

beautifully in an amazing tacking duel with about 53 tacks in a very short period of time. Our grinder strength and endurance is over the top. On the last run we flew the asymmetrical spinnaker vs. their asymmetrical sail. Even with that, our jibes were better than theirs.

The second race we lost against *Prada* (maybe the strongest team here at the moment). However, we fared quite well against them compared to most of the other teams. We lost a bit at the start, then held them even for most of the weather leg until near the top mark which is where we lost most of the distance (and we've figured out why along with a way of

9 seconds). TDC should beat the Aussies and lose to *Young America* in their last two races to finish 4-6.

LeDefi Bouygues Telecom-Transiciel (UNCL, Bertrand Pacé, FRA 46, Yaka Design) — With Marc Pajot and designer Philippe Briand lured away by the Swiss, a new crop of French talent has emerged.

Match racers Bertrand Pacé (skipper) and Thierry Peponnet (tactician) head up a good enough team of sailors, but their very narrow boat (designed by a team of eight, including Daniel Andrieu, Bernard Nivelt and Juan Kouyoumdjian) seems mediocre at best.

Though they scored victories over the Aussies and the Swiss, the French team

has little to cheer about. They have already ordered a new keel, and intend to lengthen their steed between rounds.

Australian Challenge (Cruising YC of Australia, Syd Fisher/James Spithill, AUS 29, Fluid Thinking) — Maverick big-boat sailor Syd Fisher has assembled a youthful, low-budget program for what is ex-



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— THE SOUND AND THE FURY

correcting it). We've also reviewed tapes (and now the real-time CD race simulator Virtual Spectator) and have learned lots. This team will be very actively working to make the boat faster and get more out of the boat we have.

Today it's raining lightly and enough wind was forecast that they cancelled the race at the dock. Tomorrow we have just one race, in the afternoon, against TDC.

The media here are gaga over the Cup. They even had me live on the morning TV show. I guess there's little else to talk about with only three million people in the whole country.

— chuck riley

pected to be his last shot at the America's Cup. *Young Australia*, Fisher's heavily upgraded '95 steed, is the only old-generation boat in the regatta and the only one not stabled on Syndicate Row (their headquarters is further away on a barge). Twenty-year-old James Spithill is driving *Young Australia*, heading up the youngest (no one is over 24) and least experi-

enced crew ever to sail for the Cup.

Other than a precarious 12-second victory over the equally bumbling Swiss team, the rookie Aussies have basically been cannon fodder for the other syndicates. By all accounts, however, they have been fearless on the starting line and at least sailed well upwind.

Fast 2000 (Club Nautique Morgien, Switzerland; Marc Pajot/Jochen Schumann; SUI 59, Philippe Briand) —

Despite some heavy hitters in the afterguard, including helmsman Jochen Schumann (three Olympic medals) and tactician Enrico Chieffi (former Star World champ), this underfunded Swiss program has been an also-ran from the beginning. Their boat, which sports a bizarre canard-rudder arrangement, is painfully slow.

"The one boat whose speed is beyond



'One hand for yourself, one for the boat' — an E-ticket ride on the bow of 'Team DC'.

doubt is the yellow Swiss machine, called *BeHappy* — to which *No Reason To Be* might well be added," wrote Tim Jeffries in the *Electronic Telegraph*. "Slow in a straight line, she grinds to a near stop when tacked or turned. The Swiss syndicate is named FAST 2000, though SLOW 2000 might be nearer the mark."

After losing six straight races (by margins up to 17 minutes), the hapless Swiss



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'America True's motto is 'Rock the Boat'. So far, they've done just that down in Auckland.

boat was actually leading the French on the first beat of their seventh race. Then, adding insult to injury, the carbon fiber bulkhead supporting the running backstay blocks tore loose inside the hull. Luckily their mast didn't fall when the rig went slack and, granted a 48 hour reprieve for repairs (which was extended to 72 when Cayard's boat was next hit by

TDC), the Swiss should be back to defend their 'perfect' record.

Stay tuned for more America's Cup news next month. By then, the first two rounds of

the Louis Vuitton Cup will be completed, and we'll know a whole lot more than we do right now.

The one thing we're sure of is that *Team New Zealand* will be formidable in its defense of the Auld Mug. Whoever wins the right to sail against the Kiwis — *Prada*? *AmericaOne*? *Young America*? — will certainly be battle-hardened by the long challenger trials. But will that be enough to actually bring home the Cup?

— **latitude/rkm**

The following is an interview with our Man in Auckland, George Backhus of *Moonshadow*.

38: How long have you been down there?

G.B. We arrived a few days ago, having battled mostly headwinds and light winds coming down from the South Pacific. As you know, everybody is a little spooked about this 1,200-mile passage after what happened last year. There's another group just leaving. Weather forecaster Bob McDavitt is telling them that they'll arrive before the next low if they keep moving.

38: Are there a lot of foreign yachts there yet?

G.B. I've heard that some 400 foreign yachts are expected, but so far there aren't many of them here. For example, there is space for something like 100 megayachts in the America's Cup Basin, but so far

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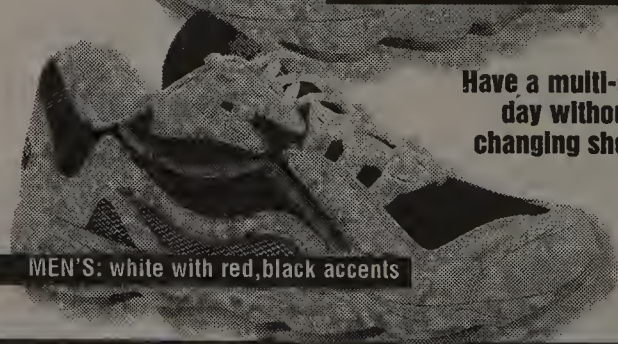
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OUR MAN IN AUCKLAND

ere are only half a dozen. The big rush could start early in November.

38: Is there an America's Cup buzz in the air?

G.B. Oh yes! Before I took off in May for a season in the South Pacific, there was a slight buzz about the Cup, but now it's up to a dull roar. The event is in the air everywhere and people are jacked up. They painted the America's Cup logo on the 800-ft Sky Tower Casino, which is very cool and has a rotating restaurant, and they've got Louis Vuitton Cup banners hanging from all the lightposts in the downtown area. The Cup is easily the biggest thing for the city of Auckland since it rose out of the ocean.

I was able to pull a ticket to the Opening Ceremonies, a very impressive event that was held at the Cup Village. There were a number of speakers, including Christine Fletcher, the Mayor of Auckland;

Gary Jobson, a Cup vet and ESPN commentator; and Sir Edmund Hillary, a Kiwi who was the first man to climb Everest — and yes, he's still alive. The presentations varied from moving to humorous, and Jobson did a great job of previewing the syndicates. There were all kinds of music: classical, Maori, and chorus.

Everyone is amazed at the job New Zealand has done so far as host of the Cup. The resources, preparation and venues they have put up are the best ever for the America's Cup — but what would you expect from a country where sailing is the national sport?

Viaduct Basin — where all the compounds, Cup Village and megayachts are — used to be a crappy part of town, but has been completely rebuilt with taste and style. Actually, there is still lots of construction going on. There used to be two restaurants in the area; now there are a

dozen. Business in the bars where I used to go — the Parnell and Ponsonby districts — are still busy, but seem to have lost some patrons to the hot, new trendy places in the Viaduct Basin. For example, I stopped into one of the new places at midnight last night, which happened to be a Tuesday, and the place was packed with good-looking and stylish folks. These aren't typical waterfront restaurants like The Ramp in San Francisco or Sam's in Tiburon, but upscale places you'd find on Fillmore, Union or Chestnut streets. The food was great, too!

38: When we first visited Auckland about 12 years ago, they rolled up the sidewalks so tight you couldn't find a fast food place — let alone a restaurant — open after 7 p.m.

G.B. When I was here 10 years ago, it was a weekend and the downtown area was a ghost town. If anybody had told me



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LOUIS VUITTON CUP, ROUND ONE

OUR MAN IN

that a decade later Auckland would be a happening place where I'd love to live, I'd have thought they were smoking a big reefer. But the Kiwis have travelled a lot and become much more cosmopolitan, so they even have their own cuisine based on their local and often unique produce.

38: How much can you see of the compounds.

G.B. Most of the compounds are only about 50 yards across the water from the restaurants, so you can watch the boats being hauled and stuff. The closest thing to the shoreside action is the Cup Village Yacht Club, a floating restaurant that American Express built. I paid \$450 U.S. to join for the duration of the Cup.

38: Are the races being televised live yet?

G.B. No, you have to wait until 10:30 p.m. But at the Cup Village Yacht Club, you can follow each race virtually in real time on computers — at least you're sup-

posed to be able to. It's a typical Kiwi thing; they do great work for a low price, but they never finish anything on time.

38: Are you getting to see and rub shoulders with the Cup participants?

G.B. I see them all the time in the restaurants, but I haven't tried to chitchat with anyone yet — except for those I already know. But you see the different teams in the cafes and restaurants. Usually a team will have a favorite hangout or two — or maybe they get a team discount.

38: What are the prices like?

G.B. New Zealand's inexpensive, but the restaurant prices in the Basin are higher than around the rest of the town, which is to be expected. But the berth fees are something else. For example, I'm paying \$4,000/month U.S. to dock my 62-foot boat two blocks from the compounds! The berth fees are twice that in the America's Cup Basin, where 100-foot

yachts are being charged \$100,000 for the six months — and it's all or nothing. Frankly, I prefer having my boat where she is, as the megayachts might as well be in a fishbowl with 10,000 people staring at them each day.

38: Are there many land-based foreigners who've come to watch the Trials?

G.B. There are quite a few — although you can tell that many of them are more tourists than sailors. And the numbers have affected local prices. A lady on my boat was quoted \$180/week U.S. for a place in Auckland, but when she showed up to take it they'd jacked the rent up by 50%. On-the-water spectating has been pretty slow, however. On the first day of racing, for example, there were only about 100 spectator boats. But everyone realizes that it's a five-month process.

38: Are the boats allowed to get close enough to see anything?

G.B. My Kiwi friend Clyde runs a spec-

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AUCKLAND

ator boat, and he said that in the pre-race maneuvering, Conner came within 50 feet of them. You can always watch from shore from places like Takapuna. You're not that close, but it's sort of like watching the Big Boat Series from Yellow Bluff in Sausalito.

38: Are the natives friendly?

G.B.: Oh yes! Give the Kiwis an excuse to drink and party, and they love it! It's generally assumed that there is going to be almost nonstop parties for the next five months. The Kiwis are very friendly, speak pretty much the same language — and the place is crawling with lovely, friendly women. Sometimes the locals are so friendly you get a little suspicious. You meet a guy in a bar and you chat for a while, and he insists you stay at his place with his family. It happens all the time, and they're not ax-murderers, they're just genuinely friendly people with a great sense of hospitality. You get so many in-

vitations from people all over the country there is no way you can accept them all.

38: What's the weather like?

G.B.: Right nice it's nicer than San Francisco is in spring. Usually it makes it into the low 70s during the day. Auckland is at the same latitude south of the Equator as San Francisco is north, but there are two differences. In Auckland, you get a proper summer, with 80 and 90-degree weather for months at a time. The other difference is that the weather in Auckland changes much more quickly. It can be cloudy in the morning, rainy at noon, and bright sunshine two hours later. It's warm and humid rain in the summer.

38: What's the biggest rumor?

G.B.: That Prada has a really fast boat and if they can sail it well they'll be the challenger. They were here a year before anyone else, had their complex going before anyone else even had trailers, and

have really been studying the weather. In fact, they have little weather stations at each mark that send their boat the latest weather data until five minutes before the start. These guys are serious!

38: It's hard to see how one syndicate can have the fastest boat when not all of them are launched yet — but that's what makes it fun. What are you up to next?

G.B.: I'm getting my boat ready for this weekend's Coastal Classic. It's a 135-miler up to the Bay of Islands that attracts about 200 boats — New Zealand's biggest offshore race. When the fleet arrives in Russell, they have a big party and the bars stay open all night, and everyone gets a good piss going at the Duke of Marlborough. It's their first weekend of summer down here, like our Labor Day Weekend.

38: Anything else?

G.B.: Did I mention the place is crawling with friendly and beautiful women?

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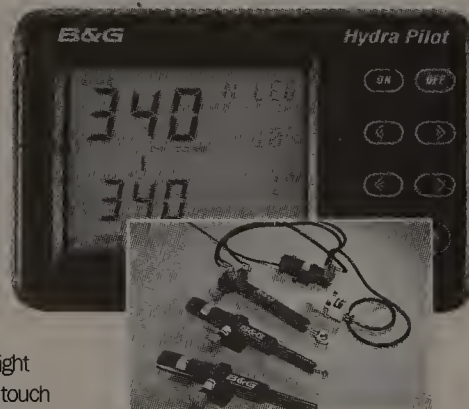
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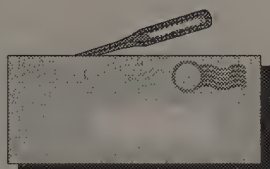


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We're impressed with the professional and precise manner in which our job was handled in your yard."

"Boats are like our family, when you need a doctor you want the best. Jock made us feel we would be working with the best and he never let us down. The entire yard made us feel that our boat was being taken care of like it was a 65-ft Swan. Nobody made us feel we were in the way or had stupid questions."

"We especially like the way you handled any problems that came up. Your customer focus made it a pleasure to deal with you. You handled all of our issues in a courteous and professional manner, which left us feeling good. We will never forget the way you treated us."

"It is great to have such an excellent store in the yard. The people in the office have been great."

"KKMI was instrumental in seeing to it that our 'baby' was taken care of in the best possible way. Thank you for the professional services that were provided by your entire organization. In the 10 years we've been sailing, we have never encountered such a fun and professional group of caring people. I can honestly

say that from the day our boat arrived to the day we sailed away from KKMI, we felt as though she was given all the care she would have received from us. Thank you so much for easing our minds and accommodating us through the entire process. Your staff should be commended for providing outstanding customer service. You folks are the best!"

"Having just completed the Single-handed TransPac I have a lot of people to thank. Heading my list is Jock MacLean and the rest of the fine staff at KKMI. Jock and his crew went out of their way to make sure everything was fixed and ready to go. This really meant a lot to me and I would recommend KKMI to anyone needing quality work, completed on time."

"Thank you, thank you, thank you. You and KKMI made it happen. The bill was less than expected and under budget. We were very impressed with the quality of repair. It was first class, and in our eyes, perfect. Now, if we could only learn to sail the boat faster."

"I cannot tell you how pleased I am with all the work you did to the boat. She looks fantastic. Please pass on my best to your crew for the great work."

"I loved your phone people, the store men were outstanding and it was the most pleasant haulout in 25 years. Not bad, guys!"

"Once again it was a pleasure doing business with you. Everyone was helpful and friendly."

"I would like to thank you and everyone at KKMI involved in our haulout for your extra effort on behalf of our boat. It is obvious you have plenty of big customers at the KKMI yard. I appreciate that you gave our boat the same attention to detail that I'm sure your larger customers demand. I also appreciate that you went out of your way to ensure that everything was put right on our boat even in our absence."

"Your employees are top notch and offered help and advice. Your yard managers work hard to keep things moving along. Many thanks again guys."

"Kim Desenberg went way beyond the call of duty in being helpful to us (we are novices). We can't thank him enough."

"I'm extremely happy. You found the leak in the hatch and fixed it right. I really appreciated the care you took on my boat."

"Seriously, your yard exceeded my expectations. I have had a boat this size for 10 years and this was the best experience."

"From the front office, to the yard, to the store, it is very evident that KKMI cares about customer service and quality work. Instead of just talking about it, KKMI performs. Very professional and fun."

Give KKMI a call for your next haulout, you'll be glad you did.

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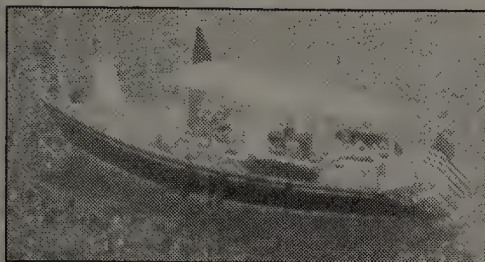
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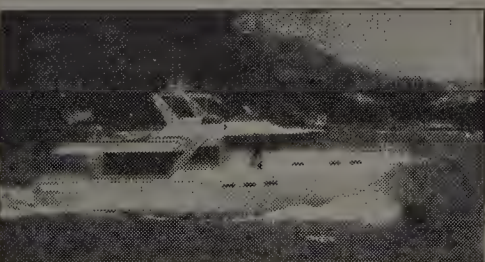
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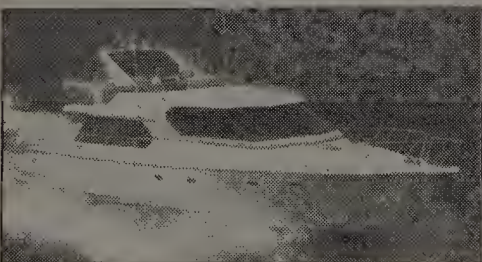
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Sunday's Sheet Stopper

MAXI WHAT?: It wasn't all that long ago that a 'Maxi Yacht' was thought to be in the 70-ft range or larger. Now, with systems making big boat handling so much easier and the undeniable hunger for larger boats . . . the expression 'Maxi Yacht' is becoming much harder to define. For example, the other day I visited KKMI and there were two large motor yachts 'on the hard'. One was a very nice 72-ft SonShip, which recently had new teak decks installed by the yard, and there was a lovely 69-ft Nordlund in for its annual service. I've always considered boats in this size range to be 'Big Boats' but once I went down to their marina I started to wonder, what qualifies as a 'Maxi' today? Tied to their docks was the 98-ft world cruising yacht *Jupiter*, which was there for service. In one of the dry docks was *Sensation*, the 105-ft motor yacht having her bottom painted. By all previous standards these boats would have easily fit the 'Maxi' category . . . that is until I saw *Izanami*, which they were also working on. This incredibly sleek 32 knot motor yacht, which is owned by a local yachtsman, happens to be 191-ft long! Historians of nautical lore reminisce about the days when J Boats were built and say that was a time that will never be seen again . . . but I'm not so sure. When you look at the number of big boats that are being built and I see what's happening at KKMI, I realize the term 'Maxi' is difficult to define. I also think historians will be writing about an era that has been reborn.

★ ★ ★

HAPPY FAMILY: There's no question that the heart and soul of any great company are the people that make up the organization itself. What differentiates a terrific organization from the average is the attitude of those who work there and how they feel about one another. When someone has a child within such a close-knit company, it's not just a joyous occasion for the immediate family but the extended family as well. Last month KKMI's Brenda Tostenson gave birth to Kelsey Marie. One week to the day after her arrival mother, father (Ron) and daughter came for a visit . . . what a fan club she already has!

★ ★ ★

REALLY WORTH SEEING: The next time you're near Pt. Richmond you should check out KKMI's marine store. They've got something you won't see every day . . . hanging from the rafters is one of the 20-ft scale testing models used in an America's Cup program. While you are there you will also see *AmericaOne* sitting out of the water in her cradle. With the Cup just a few months away you should take a look. Not only will you catch a bit of 'Cup Fever', if you haven't got it already, but you'll find a great store stocked with those hard-to-find items and super competitive prices. It's well worth a visit.

MEXICO

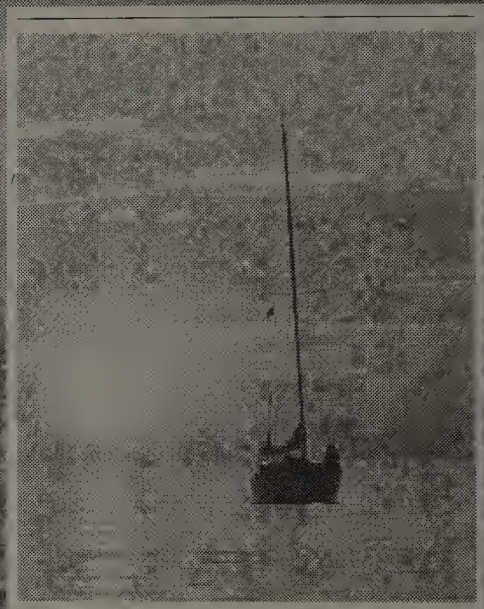
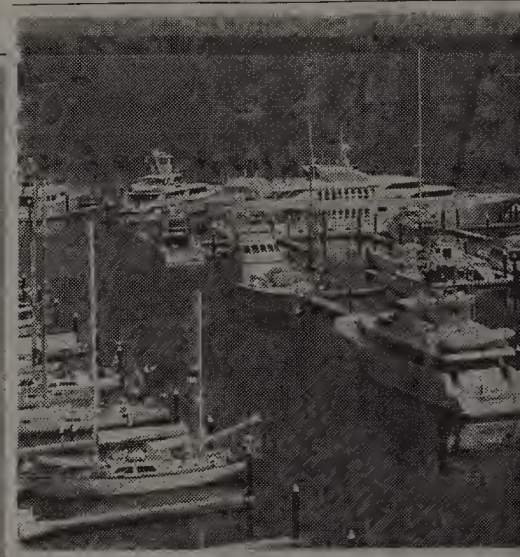
Where to go in Mexico and for how long? The answers to these questions can have a significant effect on how much you enjoy your cruise. For example, if you spend the winter at chilly Concepcion Bay in the Sea of Cortez and the summer on the mainland down at steamy, hurricane vulnerable Tenacatita Bay, you're not going to have as much fun as if you visited the same places at the opposite times of year.

There is a difference of opinion on the best and safest time to leave California for Mexico. Chris Frost of Downwind Marine is one of a number who feels it's more prudent to wait until late November or early December to leave San Diego. The Wanderer, normally the Grand Poobah of the Baja Ha-Ha, prefers very late October and early No-

vember. Captains John Raines and Patricia Miller, authors of the authoritative *Boating Guide to Mexico*, write that November 1 is usually accepted as the start of the cruising season in Mexico — but that many sportfishing boats depart for Cabo weeks earlier.

Frost's concern is that there might be a late season hurricane — a possibility that can't entirely be dismissed. The Wanderer's response is that in the last 50 years there have only been two or three hurricanes in Mexico after October — and none of them would have affected mariners between San Diego and Cabo. Given today's greatly improved weather forecasting, the Wanderer also believes that if there were to be a hurricane, cruisers would most likely have sufficient advance warning to either seek shelter or flee north to cooler waters that defuse hurricanes.

The possibility of a hurricane is nothing to scoff at, of course, but the Wanderer feels that there are also draw-



SPREAD; MAX EBB. ALL OTHER PHOTOS BY LATITUDE/RICHARD

backs to leaving in December: less daylight, generally cooler temperatures — and even more importantly, the greater chance of getting nailed by a storm out of Alaska or a 'Pineapple Express' from the southwest. In the last 20 years, there has been more damage caused by such storms in November and December than by November hurricanes.

There are, of course, no guarantees when it comes to the weather. As such, it is the sole responsibility of each skipper and potential crewperson to study the relevant information and make their own decision as to the best time to cross the border.

You can't make an itinerary for Mexico unless you have an idea of how long you're going to spend in Mañanaland. As every cruiser will tell you, however, the problem is that all cruisers change their plans from one day to the next. So the following itineraries should only be used

CRUISING ITINERARIES



Spread; Hot and dry sailing in the southern Sea of Cortez. Insets from left: Sunsets at Z-town are special. The new marina at Marina Isla Navidad. Cabo's spectacular Lover's Beach.

to develop rough ideas about what you might actually do.

Itinerary #1 — For The Fast Moving Cruiser With A Six-Month Season To Spend In Mexico. The dominant factor in this scenario is that you'll only be able to enjoy the southern part of the Sea of Cortez — and only for a short time at the beginning of your cruise. In order to do this, you have to be ready and willing to keep a fast pace for the first month or so.

Assuming that you've made your peace with the slim chance of an out-of-season hurricane, make your way down to overcrowded Cabo by the first week in November. As soon as you've had a beer, enjoyed a leisurely visit to Lover's Beach, and had sunset cocktails at DaGeorgios, you should begin the 130-mile upwind passage to Islas Espiritu Santo and Partida. If there's too much wind or you run into a dreaded Norther — as did the group that tried this shortly after the end of Ha-Ha 1

— you may have to pull into the anchorages at Los Frailes (45 miles from Cabo) and/or Muertos (90 miles from Cabo). But try to avoid these as well as the temptation of the bright lights of La Paz just around the corner, as the more time you spend at these places in the beginning, the less you'll have to enjoy in the Sea of Cortez while the weather is warm. You can enjoy the others after the weather cools.

The Sea of Cortez usually offers excellent cruising until about the end of November — and sometimes even the middle of December. After that, the water temperature rapidly plummets to well below what's comfortable for swimming and diving — until the middle of March the following year. From November on, the Sea of Cortez is also subject to Northers, which often blow hard and cold for two to three days. Some years there are many North-

ers, some years there are only a few. But if you've sailed to Mexico for the purpose of luxuriating in warm anchorages, have your fun in the Sea of Cortez before the end of November.

One of the two great cruising areas in Mexico is the 140 miles in the Sea of Cortez between La Paz and Loreto — including such terrific islands as Espiritu Santo, Partida, San Francisco, San Jose, Carmen and Colorado, and Baja peninsula anchorages such as San Evaristo, Puerto Gatos, Agua Verde, and Puerto Escondido. In a perfect world — or in the spring and fall — you could enjoy several months savoring the unique delights of this remote and splendid desert cruising area. Unfortunately, you're probably not going to have enough time to do all of it before the water turns cool, so you'll probably want to limit your Sea of Cortez sailing to south of San Evaristo. It's not great distances that will keep you from continuing further north — it's only an overnight sail from one end to the other — but the

MEXICO

fact that the anchorages in the south are so terrific that you'll have trouble moving on. Nonetheless, they'll give you a good taste of the best of the Sea of Cortez. And don't fret if you're caught by an early Norther, as there are a number of anchor-

Caution — La Paz is a great danger to cruisers, as over the years many grand cruising dreams succumbed to the city's low prices, friendly people, salubrious en-

ways invited. It's only about 200 miles from Isla Espiritu Santo to Mazatlan, and the weather is usually decent. Don't attempt the crossing, however, if there is a



ages nearby that afford excellent protection from such winds.

If the pace of getting to Cabo quickly became overwhelming — it's pretty swift for cruisers with slower boats — or you need to reprovision or find yourself in need of a marina berth and/or restaurant food,

environment, and convenient marinas. An authentic Mexican city, La Paz is just too terrific for many cruisers' own good. So if you find that you're still there after three seasons, encourage your friends to arrange an intervention to get you moving again.

"La Paz is a great danger for cruisers."

force yourself to leave Cabo and make the 150-mile trip to La Paz. If you've already made it up to Isla San Francisco or San Evaristo, remember, it's only 60 or so downwind miles to the bright lights of La Paz.

If you've moved very quickly and/or enjoyed what you want of the Sea of Cortez by the 22nd or so of November, you might think about crossing the Sea of Cortez for Marina Mazatlan's traditional Cruisers' Thanksgiving — to which everyone is al-

The dry heat of Honeymoon Cove anchorage in the Sea of Cortez contrasts with the refreshing waterfall of the mainland jungle.

strong Norther on the way, as the last thing you'll want is short, steep seas on the beam. Northers are usually easy to predict, so monitor the weather reports on the various cruising nets.

Mazatlan is another very popular town with cruisers, and features two marinas at the north end and an anchorage in the old harbor near the center of town. Like Cabo, Mazatlan might get a little cool and windy a couple of times during the winter, but usually it's delightfully warm. There isn't much interesting cruising in the Mazatlan area, but the city's many attractions and cruiser camaraderie more

than make up for it.

Assuming you're on mainland Mexico by late November to the middle of December, you have three to four months to en-



BOTH PHOTOS BY LATITUDE/RICHARD

do on your way from Mazatlan (or Cabo) to Puerto Vallarta is to get too close to Isla Tres Marias. These are prison islands, and Mexican authorities have held boats — Irv Loube's *Bravura*, for one — and skippers who have strayed too close.

Banderas Bay — including Puerto Vallarta, La Cruz, Yelapa, and Islas Tres Marietas (not to be confused with the Islas Tres Marias) — has a tremendous number of attractions. One of the greatest is the weather. It's five to 10 degrees warmer than Mazatlan in the winter, and is never affected by Northers. In addition, the bay has the best and most reliable sailing breeze in Mexico: 10 to 20 knots most afternoons before dying in the early evening.

Puerto Vallarta proper has everything — discount stores, great restaurants, wild nightlife, a great go-cart track, and an American hospital. Most boats base out of one of the three major marinas — Marina Paradise, Marina Nuevo Vallarta, and Marina Vallarta — or the anchorages at La Cruz or at the entrance to Marina Vallarta. But if you're an independent sort, you can find many places to drop your hook away from the crowds.

The second great cruising region in Mexico is from — and including — Banderas Bay 175 miles south to Manzanillo. To learn more about the many treats of this region, check out our feature article about Mexico's Gold Coast in the December issue. Until then, take our word for it that it offers the best in both basic cruising and *la dolce vita*.

Once you get to Manzanillo, you're faced with a decision. There are only two real destinations to the south, Z-town and Acapulco, which are 230 miles and 305 miles respectively. Most cruisers would pass on the 460-mile round trip — you must expect lots of motoring — were it not for the fact that Z-town is the most popular place in Mexico with active cruisers — by a wide margin. In fact, it's not uncommon for cruising boats to be anchored off La Ropa Beach for two and three months at a time. In addition to the always warm temperatures and nearly always blue skies, the place has a special magic. So think twice before skipping it.

It's another 113 miles to Acapulco, with nothing in between. Some cruisers don't care for this beautiful and bustling metropolis of one million, but we think it makes for a great change of pace from the tranquility of Z-town. If nothing else, take the bus from Z-town and spend a day or two in A-town. What a spectacular Bay!

Regardless of how you allot your time in Mexico and how far south you go, if you've just got one season, you probably want to be passing through Puerto Vallarta on your way north in late March. This is perfect, because the Banderas Bay Regatta — the social event of the cruisers' season plus great semi-serious racing, will be held out of Marina Paradise on March 23-26. Mark your calendar.

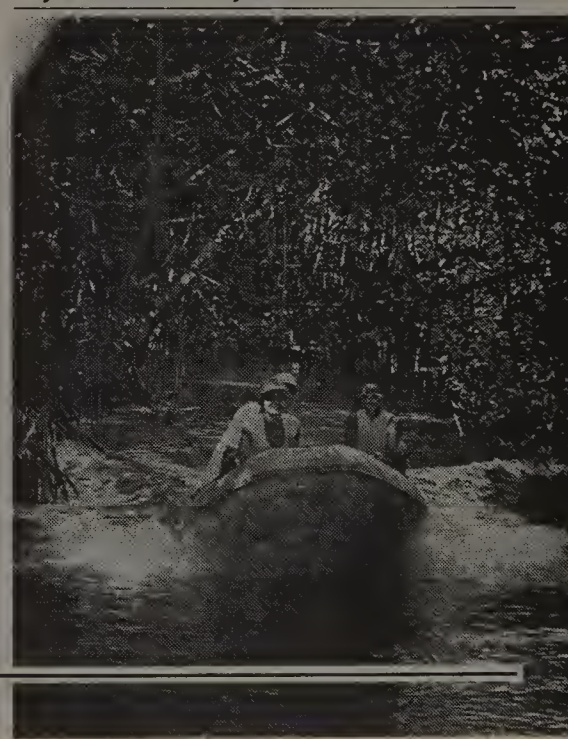
If you have to make the Baja Bash back up to California, you'll probably head straight from Puerto Vallarta (or Mazatlan) on the 300-mile passage to Cabo, then get on with the nasty trip north. If, however, you'll be storing your boat in La Paz or San Carlos for the summer, or trucking her home from San Carlos, you'll have the chance to attend the week-long Sea of Cortez Sailing Week — which is way more social than competitive — at La Paz and Isla Partida. The event is usually held in the middle of April. By that time, the water has warmed up again and you have a little more time in the Sea before your season is over. Don't pass on the opportunity.

Provisos for Itinerary #1.

— There is great cruising to be had along the Pacific Coast of Baja, with great hiking, exploring, fishing, surfing and whale-watching. One cruising couple even entered one of the lagoons north of Bahia Santa Maria and made their way 60 miles south before crossing a bar back out into the Pacific! You have to be prepared for cold weather, Northers, and Pineapple Expresses — but the rewards can be tremendous.

— The cold water and occasional threat of Northers notwithstanding, a number

And now for something different, the jungle ride through the thick mangroves next to Tenacatita Bay. This isn't Disneyland.



joy part or all of the 675 miles of coastline down to Acapulco. By the time many cruisers get to Mazatlan, they're eager to slow way, way down — and there's nothing wrong with it. So at your own pace, continue on down to the nature reserve at Isla Isabella (85 miles) and then over to San Blas (44 more miles). There is more fine and generally uncrowded cruising to be enjoyed starting 15 miles further down at Chacala, Jalatembra, Punta Mita, and La Cruz, before you reach Puerto Vallarta (70 miles from San Blas). If you pass these little gems in your haste to reach the big tourist town of P.V., they're close enough that you can backtrack to most of them in a day.

The only thing that you don't want to



LATITUDE/RICHARD

—The cold water and occasional threat of Northerners notwithstanding, a number of cruisers love spending the winter in the Sea of Cortez. Most of them base out of the marinas in La Paz or at Puerto Escondido, but others enjoy it on the hook in the many anchorages. Just don't plan on doing a lot of swimming or diving between the end of November and April. And if you spend the winter in the Sea of

The often smooth seas of the Pacific Coast of Baja make BBQ-ing underway a delightful possibility. Will you have steaks or fresh fish?

Cortez, remember that the further north you are, the harder the Northerners generally blow. If it's blowing 45 knots at Concepcion Bay, for example, it's probably blowing 35 at Loreto, 30 at La Paz, and

nothing on the other side of the tall mountains down at Cabo. Over on the mainland, it might be blowing 15 knots at Mazatlan.

—Some people like to leave their boats at Marina Palmira or Marina de La Paz for the winter because they're good marinas, because it's not that far to commute between California and their boat, and when they come down to La Paz it's only 20 miles to world class anchorages.

—It's also possible to charge back up to the Sea of Cortez for March and April before going back to Cabo for the start of the Baja Bash in May. In reality, most cruisers have become so laid-back after much of a season in Mexico that they no longer have the drive to do it. But it certainly can be done.

Itinerary #2, For the More Leisurely Cruiser With A Six-Month Season To Spend in Mexico. As much as we hate to say this, you're probably going to have to write off the Sea of Cortez — at least for your first

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LATITUDE/RICHARD



It's tranquil anchorages such as this one that make the area between La Paz and Loreto one of the two best cruising regions in Mexico.

New Year's there, and once they get there, they've done most of their hard-charging for the season. After a month — or two — in Z-town, folks start making their way north, many of them stopping at Puerto

Vallarta for the Banderas Bay Regatta. After that, select one of the options outlined above.

An alternative to the alternative is to sail the 300 miles from Cabo to Puerto Vallarta, and begin your mainland cruising from there.

Itinerary #3, The Fast Moving Cruiser's Warm Weather Special. Get to Cabo as

season. If you can, store your boat in La Paz or San Carlos for the summer and return in the fall — which is the ideal time to cruise the Sea anyway.

Because you're not going to be heading up into the Sea of Cortez, you can pretty much mosey on down to Cabo whenever you want. You might even want to consider a week exploring Mag Bay. But to take full advantage of the season, try to make the Cape by the middle of December. Given Cabo's lack of berthing, small anchorage, and general debauchery, you'll want to move on after just a day or so. The anchorage at Los Frailes is a good destination, as it's only 185 miles from there to Mazatlan, making it the shortest crossing to the mainland in the southern part of the Sea of Cortez. From there you can pretty much head south as per Itinerary #1.

For an interesting variation to Itinerary #2, you might consider heading straight from Cabo to your ultimate southernmost destination — say Z-town. Cruisers always have a great Christmas and

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MEXICO

early in November as you can, and then immediately set sail to the southern Sea of Cortez for as long as the water is warm. We've been at Isla Partida in late November when the water temperature was in the low 90s! But as soon as the weather turns, head directly down to always toasty Z-town. In middle to late February, slowly start making your way back north. After the Banderas Bay Regatta, select one of the options mentioned above.

Itnerary #4, *For Those With a Full Year Or Two Six-Month Winter Seasons in Mexico.* You can sail to Cabo at your own sweet pace — perhaps lingering along the Pacific Coast of Baja — because you're going to save the Sea of Cortez for later. Head over to the mainland pretty much whenever you want, and get as far south as you want before heading back north in time for the Banderas Bay Regatta. At the conclusion of that, make your way to Mazatlan and then La Paz in time for the Sea of Cortez Sailing Week — the date for which has yet to be set.

If you have the whole year to cruise, spend the summer enjoying one end of

the Sea of Cortez to the other. However, you might want to consider a vacation from cruising in the Hades-like months of August and September. But remember, May, June and October are usually the best months in the Sea, so don't miss them. If you're going to store your boat between two six-month seasons in Mexico, also arrange it so you can make the Sea in May, June and October. No matter if you have a year or two six-month seasons, head back to the mainland in mid-November so your thinned blood doesn't get too cold.

Itnerary #5, *Mexico, And Then Head To The South Pacific.* Select a variation of one of the first four itineraries that will leave you on the mainland in February, where you can make final preparations for your crossing. Cruisers leave every port on the Mexican mainland for French Polynesia, but if you're in the Banderas Bay area around March 1, make sure you stop by for *Latitude's* annual Pacific

Puddle Jump Party. *Reminder:* Your only shot at the Sea of Cortez is at the very beginning of your trip, so if that's important to you, you should get up there by the 10th of November.

If the truth be told, lots of folks who plan to head to the South Pacific or elsewhere after one six-month season in Mexico quickly come to the dramatic realization that there's no rush. The number of people who decide to spend a second season in Mexico are legion. With that second season, the Sea of Cortez should slide right into your new plans.

Itnerary #6, *On The Way To Costa Rica, Panama, And Points East.* You still have the Sea of Cortez option at the beginning of your cruise, but it's your only chance. After making that decision, you'll want to head over to Mazatlan and work the mainland from north to south, timing your pace for a safe crossing of the Gulf of Tehautepec.

Depending on your ultimate destination, when you leave Mexico can be critical. It's not so much of a problem if you'll

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be spending the summer in Costa Rica, where petty crime and the mildew associated with the rainy season argue against it. Nor is timing that critical if you're going to end up at the Pedro Miguel Boat Club inside the Panama Canal. But if you're headed on to the Rio Dulce or Florida, or Cartagena or the Eastern Caribbean, you have Caribbean weather considerations. Hurricane season, for example, starts in June. Secondly, if you're going to attempt to make the tough slog from Panama to Venezuela or the Eastern Caribbean, you want to do it between the strong winds of spring and the start of hurricane season. Say May or June.

No matter what itinerary you might decide to follow or deviate from, if you're cruising for the first time, be aware that you and your relationships will be undergoing enormous changes — and therefore just possibly some considerable stress. If you're aware of it, you can be especially nice to yourself — and the ones closest to you.

Even if things are going really well,

sometimes it's wise to take a break from cruising after three to six months. Put your boat in a marina and take a bus into the mountains or fly back to the States for a week or two. Many cruisers find that leaving their boat in Mexico while they return to the States for the summer is the best thing they've ever done for their cruising. It gives them time to acclimate to full-time cruising, it takes the pressure off their 'having' to have fun, it helps them remember why they went cruising in the first place, and it allows them to buy all the new cruising goodies they want for their boat. As a result, the second season in Mexico is often the most enjoyable. Then again, most cruisers — particularly those with a good sailing background — love the cruising life from day one.

We certainly enjoy a sundowner or two from time to time — to say nothing of a fine bottle of wine — so we're not anti-alcohol. Nonetheless, please enjoy the booze in moderation, as there's nothing more pathetic than someone who has worked years to make a cruising dream

come true — only to miss it in an alcoholic haze. Alcohol is inexpensive and goes down easy in Mexico, and it seems like someone pushes a beer at you every two seconds. So monitor your consumption. If you discover you have a problem, there are AA meetings in English just about everywhere.

While it may sound like the antithesis of cruising to some, we highly recommend that you chose and nurture some specific purposes for your cruise — no matter if it's becoming a great sailor, a sealife expert, a skilled mechanic, fluent in Spanish, well read, or an accomplished painter. In fact, why not use the great opportunities in Mexico to develop your body, too? There are plenty of great fish and veggies and fruits in Mexico, so it's easy to eat healthy. And there will be daily opportunities to swim, dive, walk or hike to get yourself in better shape than you've been in years. Make the most of it.

Mexico, no matter which way you cruise it, is ready to better your mind and body.

— latitude 38

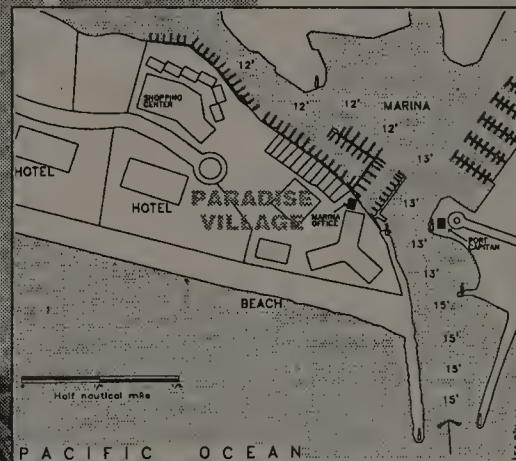
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MASTERS REGATTA '99

The 21st annual St. Francis YC International Masters Regatta — affectionately known as the 'OFR' ("Old Farts' Regatta") — was another blockbuster hit this year. Held on the relatively windy weekend of October 1-3, the five-race series for skippers over 55 years old and crew over 45 was 'sold out' months in advance. After upgrading from J/24s to J/105s last year, seemingly everyone wanted to get in on the action. "It has evolved into the pre-eminent masters regatta in the world," said race founder Don Trask, not without a hint of pride in his voice.

As far as we know, nothing else even comes close. We thought last year's wonderful 20th edition of the Masters was going to be a one-time shot, and that this year would be anticlimactic in comparison. *Wrong!* This time, Trask borrowed 17 boats (up from 15 last year) from the local J/105 fleet and filled them with an even higher caliber of senior rockstars than last year. Last year's top ten finishers were invited back (only Pelle Petterson was unable to return), along with past Masters winner John Scarborough. New this year were Star icon Bill Buchan, Laser designer Bruce Kirby, Royal NZ Yacht Squadron Commodore Peter Kingston, StFYC Commodore Monroe Wingate, J/Boat guru Bob Johnstone, and Bay Area heroes Hank Easom and Dennis Surtees.

Inevitably, the level of sailing has gone up as well. The Masters are now more used to the quirky, spritpoled J/105s — a brand of sailing that wasn't around when these guys were in their prime — and some of the teams actually borrowed J/105s and practiced in the months leading up to this year's event. "It was much more competitive than last year," claimed boatowner Jaren Leet. "The whole game has come up a few notches in just a year."

The Bay served up perfect sailing conditions — 10-20 knots of breeze and the full current cycle. But even if the racing had been terrible, the shoreside portion of the weekend was another roaring success. "It was a true gathering of eagles, albeit somewhat 'bald eagles,'" observed Tom Leweck, who did a fine job as Master of Ceremonies at Saturday night's blue blazer dinner. The 'warm and fuzzy' vibes were so strong that, in his opening remarks on Friday morning, Commodore Wingate joked, "It's a shame we have to actually go out and race now, because some people will win and others will have to lose. Maybe we should call it off and just go straight to the bar?"

Needless to say, the racing went on as scheduled — with two similarly-named flag officers from the host club ending up



at exact opposite ends of the fleet.

Coming out on top of the illustrious participants this year was StFYC Vice Commodore Bruce Munro, whose previous claims to fame include a bunch of Millimeter 'world championships', as well as some big boat titles with his Ericson 35 *Wanderlust* and later with the Peterson

40 *Leading Lady*. Though not nearly as famous as some of the other skippers, Munro — an attorney in Palo Alto during the week — has acquitted himself well in eight previous Masters attempts, including taking a fourth last year when the J/105s debuted.

Munro stunned the Masters early, posting impressive double bullets on the windy first day. On Saturday, Munro and



Spread, Cityfront pinball. Inset, winner Bruce Munro came up laughing after defending champion Dick Deaver threw him off the dock.

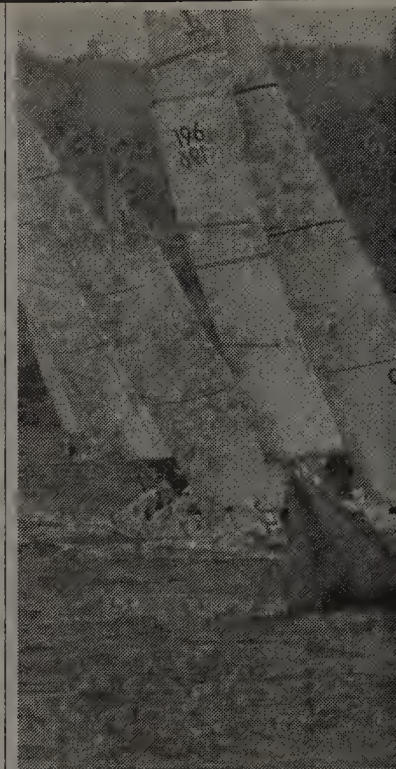
his squad of dinghy-sailors-turned-windsurfers (Ed Bennett, Jim Coggan, Paul Heineken and Steve Yong) fell off their torrid pace with a mediocre 9.14 performance — but, fortunately, they weren't the only ones that had problems in the brutal short-tacking duels up the Cityfront. The team had a brief scare when bowman Yong did a face plant on a stanchion, driving his front teeth through his

lower lip. Fortunately, Heineken is a doctor and Coggan is a dentist — they stitched their crewmate up in Jim's San Francisco office, no charge.

Team Munro found their form again on the last day, finishing the regatta with an emphatic bullet to barely win overall.

"This was an excellent regatta, a real highlight of my sailing career," claimed Munro as he accepted the coveted Masters perpetual trophy. He drew a big laugh when he added, "I'd like to propose we sail in Millimeters next year!"

Second place went to Tom 'The Curmudgeon' Leweck, the highest-mileage Mexico racer of all time and currently the editor of the must-read daily email news-



Masters Hall of Fame

1979	Alan Clarke
1980	Alan Clarke
1981	Cy Gillette
1982	Alan Clarke
1983	Roger Eldridge
1984	Ash Bown
1985	Charlie Dole
1986	Charlie Dole
1987	Alan Clarke
1988	Cy Gillette
1989	Don Trask
1990	Don Trask
1991	John Scarborough
1992	Jim DeWitt
1993	Don Trask
1994	John Scarborough
1995	Stuart Jardine
1996	Stuart Jardine
1997	Stuart Jardine
1998	Dick Deaver
1999	Bruce Munro



Upper left, the new Masters of the Sailing Universe (left to right) — Bruce Munro, Steve Yong, Paul Heineken, Jim Coggan, and Ed Bennett.

letter *Scuttlebutt*. Leweck and his Bay Area minions (Anne Hendry, Kevin Riley, Robin Sodaro and this reporter) put together a 3,2,3 series before "the wheels fell off" in the fourth race. A disastrous 15th was followed the next day by another third, good enough to tie Munro with 26 points, but no match for his three bullets on the tiebreaker. It was a nice improvement on Leweck's seventh place finish last year, accomplished by weight (all the top boats have figured out how to cram five people under the 825-pound weight limit), youth (relatively speaking), and spending lots of time in J/Boats this summer. "The 'ol Curmudgeon still has it," marvelled Sodaro.

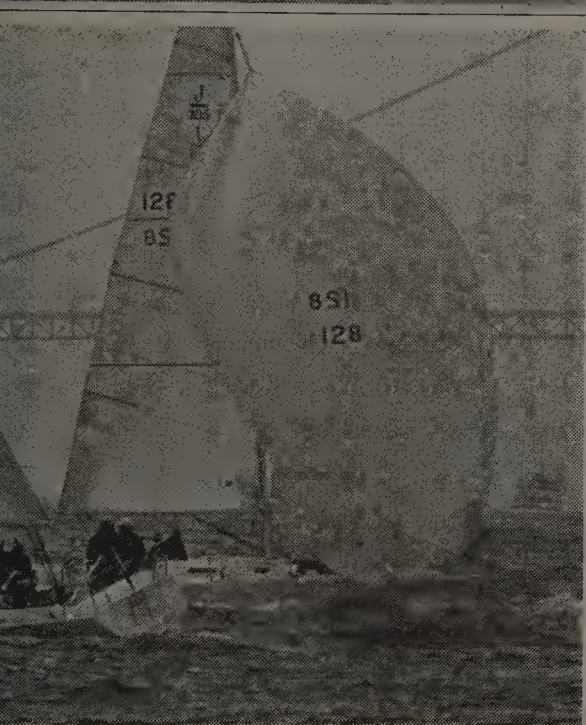
Taking the bronze was last year's runner-up, Roy Dickson of New Zealand. Dickson put together a consistent 2,7,5,9,5 series — the only Master to stay

in single digits, a real tribute to the depth of this fleet. Dickson's crew, all of whom are well-known in the yachting industry, returned intact from last year: former sailmaker Chris Bouzaid and his wife Trice (daughter of maxi owner Jim Kilroy), boatbuilder Kim McDell, and sparbuilder Ben Hall. Dickson and McDell flew in from New Zealand, while the other three came out from Rhode Island. "We're half a point ahead of Deaver after two years, so we'd like to think we're now leading overall," claimed Dickson, who should be hard to beat next year.

"They must have been trying to kill us on Friday!" laughed Bouzaid, who along with Dickson put New Zealand on the sailing map 30 years ago when they won

the One Ton Cup. "It was really windy, and the courses were pretty long. As we went up the last beat, I told Roy, 'I've got two tacks left in me — pick them carefully!'"

Fourth place went to Dick Deaver, last year's winner. The wily Deaver and his crew (Carl Schumacher, Bill Stump and Fin Bevan) were players until the end, falling just a few points short of a podium finish. Fifth went to Malin Burnham, who dragged Bill Twist out of his five-year retirement to crew. Despite a 'mystery bowman' (they drafted Marsha Middleton off the dock, and she apparently did a splendid job for them) and a rusty tactician ("Do any of these new rules *really* matter?" joked Twist), they were 7, 11, 1, 3 after two days, and headed into Sunday's finale with a one-point lead. Burnham couldn't close the deal, however, as he stumbled



1999 Masters Regatta Results

Place	Skipper	Hometown	1	2	3	4	5	Total
1	Bruce Munro	San Francisco	1	1	9	14	1	26
2	Tom Leweck	Venice, CA	3	2	3	15	3	26
3	Roy Dickson	Auckland, NZ	2	7	5	9	5	28
4	Dick Deaver	Los Angeles	10	3	2	12	2	29
5	Malin Burnham	San Diego	7	11	1	3	12	34
6	Lowell North	San Diego	6	17	8	2	4	37
7	Dennis Surtees	Pt. Richmond	9	6	10	6	9	40
8	Hank Easom	Tiburon	5	13	13	4	7	42
9	John Scarborough	Belvedere	8	8	7	7	13	43
10	Bob Johnstone	Charleston, SC	14	12	4	10	11	51
11	Don Trask	Piedmont	17	10	18	1	6	52
12	Dave Wyman	Ventura	11	9	12	5	16	53
13	Bill Buchan	Seattle	12	14	6	13	8	53
14	Bruce Kirby	Rowayton, CT	15	4	18	8	14	59
15	John Jennings	St. Petersburg, FL	4	5	18	18	18	63
16	Peter Kingston	Auckland, NZ	16	15	11	11	15	68
17	Monroe Wingate	Sausalito	13	16	14	16	10	69

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Belly Dancer
Blackhawk
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Irrational Again

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 Pat Benedict
 Bruce Stone
 Dave Tambellini
 Art MacMillan
 Dean Dietrich
 Bill Booth
 R. Cooper/D. Deisinger
 Jaren Leet

Jose Cuervo
Juxtapose
Luna
Orion
Pippin
Sabertooth
Thrasher
Walloping Swede

Sam Hock
 Tom Thayer/Dick Watts
 George Vale
 Gary Kneeland
 David Owen
 Mike Eagan
 Steve Podell
 Tom Kassberg



'Team Curmudgeon' was a close second. From left — Kevin Riley, Anne Hendry, Tom Leweck, Robin Sodaro, and Rob Moore.

Bob Dockery with the boom (Dockery required 30 stitches, but was well enough to attend Saturday's dinner party). Jennings turned his boat over to North for the second race, which resulted in a deuce, the Pope's best showing.

The only other uncivilized moment — other than a few shredded spinnakers — came between races on Friday. The owner of one relatively new J/105, who shall remain mercifully anonymous, somehow fell overboard during a mainsail-only jibe. "He was a real trooper," claimed skipper Dave Wyman, who went back and retrieved him quickly. "He just got into some dry clothes and reappeared like nothing happened."

As always, the speeches after Saturday night's dinner were a real highlight of the three-day event. Leweck invited each skipper to step up to the podium and tell the audience "how bitchin' they are," and how they wangled their invitation to the regatta. A delightful evening ensued, full of humor, grace, history and a shared passion for sailboat racing.

Burnham, the oldest Master (he's been sailing Stars against the Pope for 55 years!), declared, "Tomorrow is the Sabbath, and I think all further racing should be called off" . . . Hank Easom praised his crew for the new and innovative ways they had discovered to shrimp a kite: "We caught the salmon you're eating tonight!" . . . Lowell North confessed he and Burnham had "cheated" by practicing against each other in J/105s in San Diego this

MASTERS REGATTA '99

summer: "Looks like I might have over-trained," he laughed.

Bob Johnstone jokingly denied "playing customer golf" (i.e., sandbagging to make everyone feel better). . . John Scarborough commented, "One of my crew claims this was the largest collection of naked old men ever seen in the St. Francis showers!" . . . Monroe Wingate announced cheerfully, "When Don invited me, he said, 'Your job is to go out and lose!' Well, I'm doing just that. Standing up here is the only time all weekend that I've been in front of any of you!"

And so it went. Masters host Don Trask, a past two-time winner, got the biggest round of applause — which must have been some consolation for what was an uncharacteristically bad regatta for him. "With guys like Dave Ullman and Vince Brun about to turn 55, there's pressure to raise the age limit for the Masters skippers to 60," noted Trask. "But it's an invitation-only event run by a committee of one, who only invited one guy (Jennings) under 60 anyway."

Trask — the committee of one — is

ALL PHOTOS LATITUDE/ROB & ANDY



Third place went to the talented Kiwi contingent. From left — Kim McDell, Roy Dickson, Trice and Chris Bouzaid, and Ben Hall.

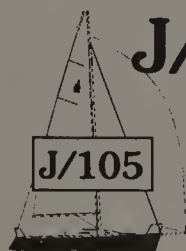
already busy planning next year's 22nd Masters, which will be held in presumably lighter winds on October 20-22. "We've had nothing but great feedback this time. If the J/105 fleet is willing, we may try to take it up to 20 boats next year," said Don, who mentioned Sir James

Hardy, Hans Fogh and Buddy Melges among the deities who have already indicated interest.

Sequels to blockbusters seldom live up to expectations — it's just too exhausting, if not impossible, to keep topping yourself. But Trask, the St. Francis YC, and the very generous local J/105 owners all seem up to the task of taking the Masters Regatta to even loftier levels.

— *latitude/rkm*

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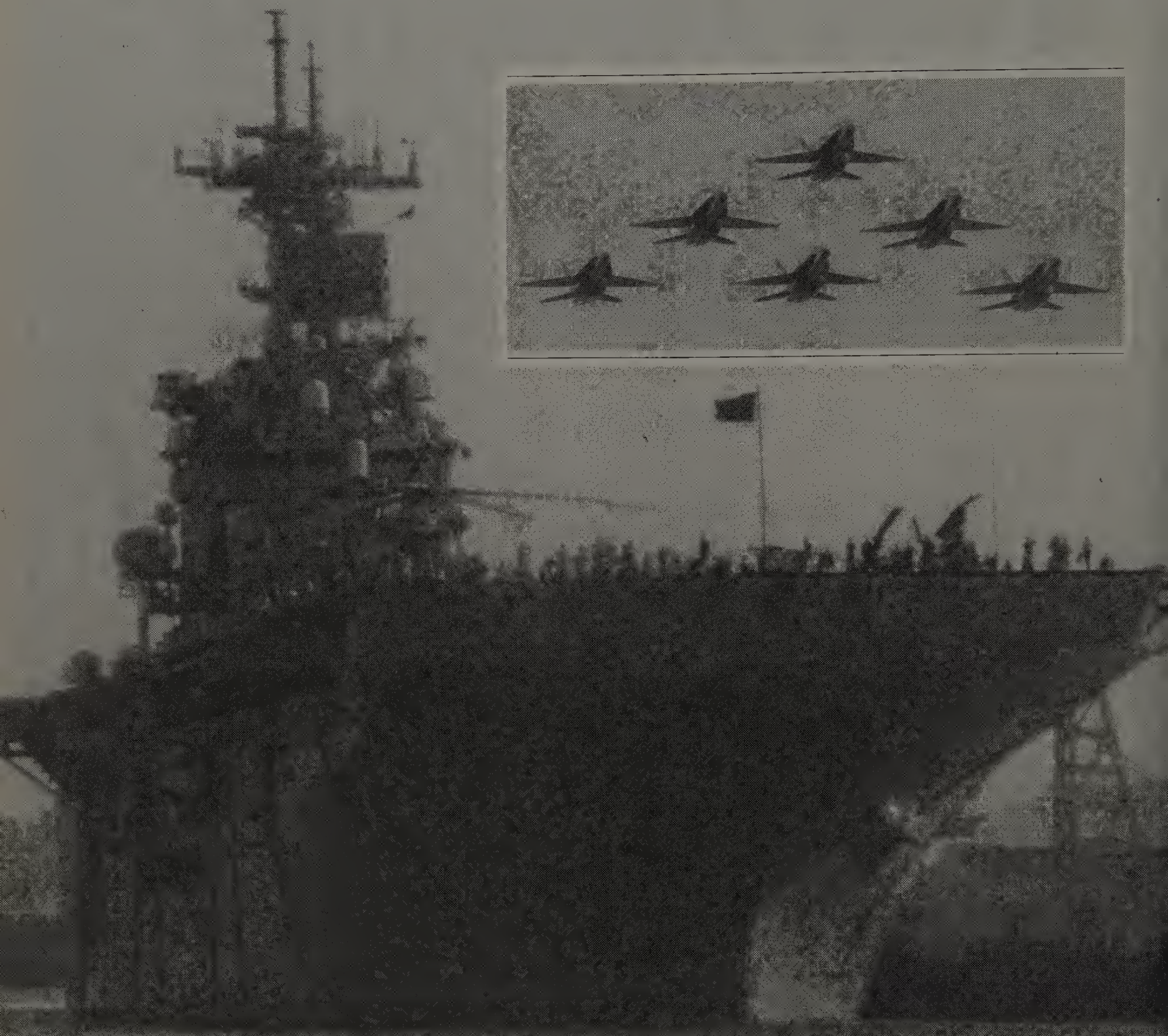
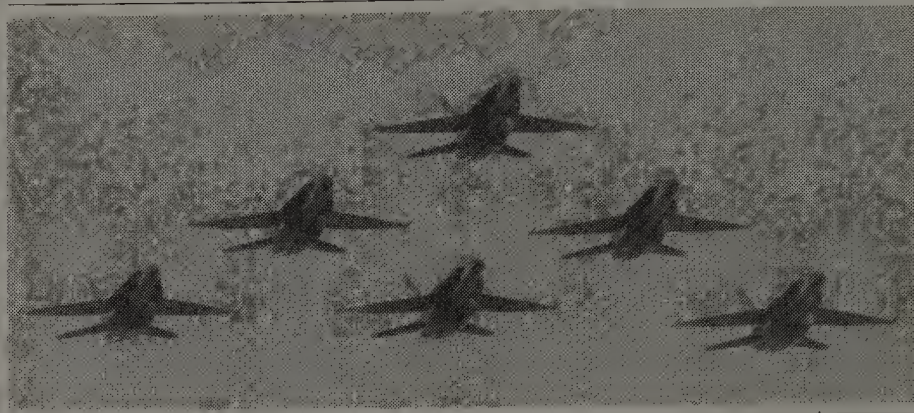
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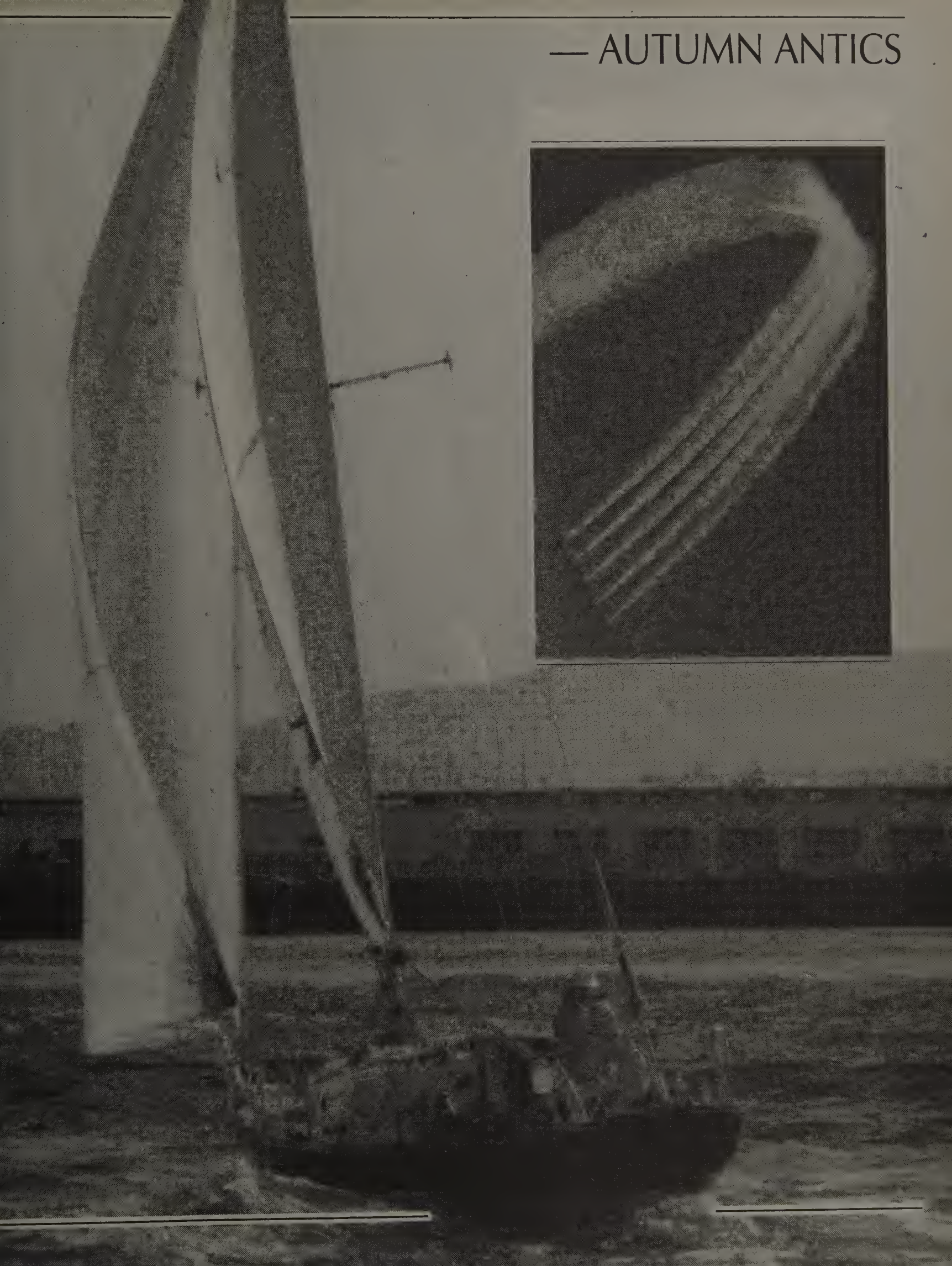
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EYE ON THE BAY

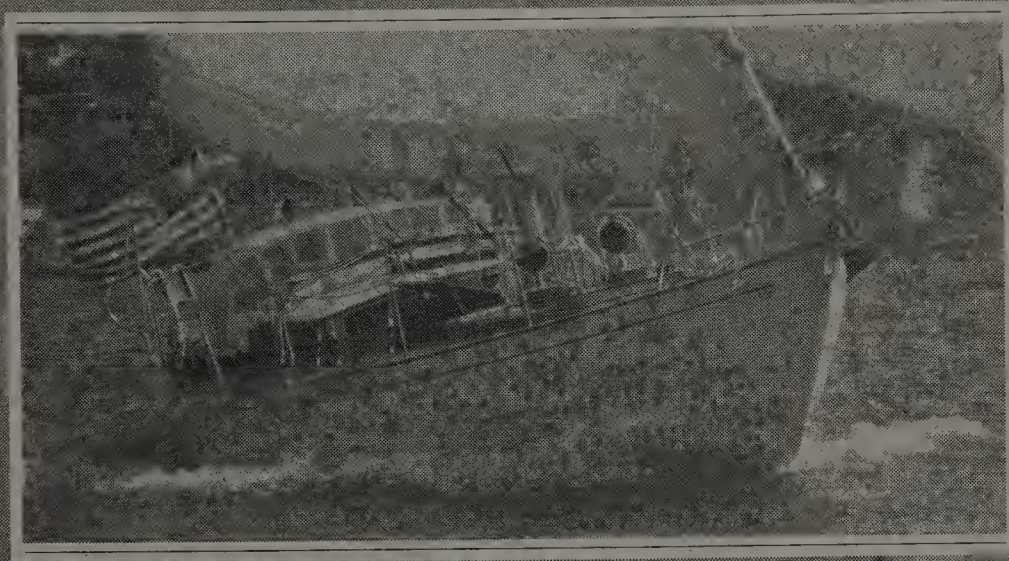


Old timers tell us Teddy Roosevelt's Great White Fleet was the inspiration for the annual Fleet Week festivities here in San Francisco Bay. With a half-dozen ships to tour and a variety of related cultural events to experience ashore, the Bay Area was abuzz with activity. As always, though, the crowning event of the week was the Blue Angels' air show. Hundreds of boats gathered east of Alcatraz for the adrenile thrill of watching their dazzling antics from front row center. *(All photos: Latitude/Andy)*

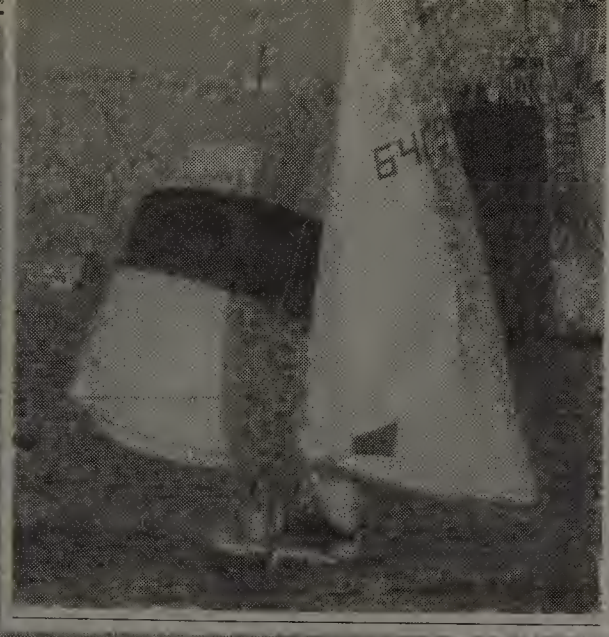
— AUTUMN ANTICS



EYE ON THE BAY



— AUTUMN ANTICS



After several months of uninspiring weather, the promise of Indian Summer was finally fulfilled last month, bringing sailors of all stripes out on the water to enjoy it. (All photos: Latitude/Andy)

MAJOR REPAIRS IN MEXICO

As I write the first half of this article, it's 0330 on April 15, and I'm on watch a week into a so-far idyllic passage from Manzanillo, Mexico, to the Marquesas. My wife Barbara and I are double-handing our Alameda-based Hans Chris-

the sun and warmth rather than the rain and cold; you're away from the cruising kitty devouring prices of the States; and

Mexican mechanics can fix almost anything with virtually nothing.

tian 43 Omar Khayyam. As I sit here looking up at the stars and thanking whatever deities of fate and economics that have allowed me to be living this fantasy, I think back on the year we just spent cruising Mexico. And I wonder where we'll be come fall at the start of the South Pacific cyclone season.

As is the case with most cruisers, we loved Mexico. But we also spent a lot of time with major mechanical repairs. I won't bore you with a whole list, but they included one partial and one total engine rebuild, two complete transmission overhauls, two starter motor overhauls, work on the shaft, prop and steering, and a host of lesser evils. Various parts of this work was done in major Mexican cruising ports — including Mazatlan, La Paz and Puerto Vallarta. So we had a chance to sample much of what's available. We thought this year's southbound cruisers might be interested in hearing about it.

Although having major work done in Mexico does interfere with the principle objectives of Mexican cruising — sipping cold *Pacificos* in pristine anchorages while soaking up the beauty of the scenery and the people — there are several good things that can be said about having the work

you can spend your non fix-it time exploring the great people, culture, food and places of Mexico.

When we left Alameda in January '98, we didn't exactly plan on having to do so much major mechanical work so soon. But we did know that we had an engine oil leak that was going to have to be taken care of somewhere down the road. The fact that we could have it done while in Mexico played a big part in our decision to take a chance on doing it 'later'. On the balance, I have no regrets about deferring our mechanical work until we got to Mexico.

We did learn quite a bit, however, that might be useful to others contemplating a similar decision. The lessons fall pretty much into the same categories as the things necessary to do any mechanical repairs: expertise, parts, services and tools.

Mechanical expertise is plentiful — almost too plentiful — in Mexico. It comes in three flavors: 1) The kind you already have (if any); 2) The kind you get for free from other cruisers; and 3) The kind you pay for. I was fortunate to have a pretty good grounding in basic mechanical repairs from having worked my way through college as a car and motorcycle mechanic. But other than what you pick up from owning a boat for a while, I had very little experience with diesel engines, marine transmissions, and boat mechanical systems in general. Without some sort of basic mechanical experience, I couldn't really recommend someone bringing their mechanical work to Mexico. The only exception might be if they were extremely fluent in Spanish.

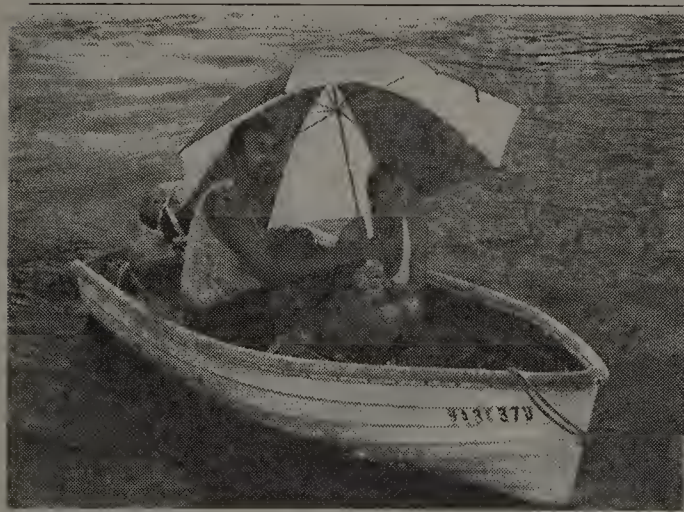
The free advice is available in unlimited quantities — whether you want it or not. Although well-intended, it's generally worth about what you pay for it. There is, however, a lot of expertise and experience in the cruising fleet, so if you need



help on a particular subject, it's usually not too hard to get some really useful information — if you don't mind sorting through a lot of chatter to get to it.

The expertise you pay for comes in the form of professional mechanics — and there are plenty of both Mexican and *gringo* mechanics available. The *gringo* mechanics are mostly cruisers, but it can be subdivided into those making a little money on the side while primarily cruising, and those who have put down some form of roots and are attempting to make a business of it.

While the *gringo* mechanics working 'on the side' may — or may not — be extremely experienced and well-qualified, remember two things: 1) If they haven't gone through the trouble of 'getting legal' to work in Mexico, sooner or later Mexican Immigration is going to catch up to them — so the guy you're depending on to put your motor back together may suddenly have to up anchor in the middle of the night to avoid having his boat impounded. 2) 'On the side' cruiser mechanics usually haven't been in one locale long enough to learn which are the good shops and part sources necessary to have your job done right and to have established good working relationships with them. This sourcing of parts and services is one of the most important things that a *gringo* mechanic will do for you in Mexico, so it's



Larry and Barbara.

done south of the border. For instance, by having the work done in Mexico rather than spending another month or season 'getting ready' in the States, you've already put yourself in cruising mode; you're in



Spread, 'Omar Khayyam' at anchor in Fry's Harbor, Santa Cruz. Inset left, the engine comes out the companionway. Above, waiting for parts can be hell.

Too bad Mexico doesn't have as big a surplus of parts as it does mechanics. Parts for automotive and industrial applications are pretty easy to find in any major Mexican city. But when it comes to boat-specific parts — which is just about everything for most boat engines, transmissions and so forth — forget it! These will have to come from the States, and your mechanic, whether *gringo* or Mexican, will not get them for you. They may point you in a direction, but in the end it's up to you. As a result, I'd strongly recommend bringing as many spares with you as you can carry on your boat — particularly if you are expecting to have to do some work. These spares should include at least one complete gasket set for every engine on the boat — main, generator and outboards — plus repair manuals for each, spare injectors, water pumps, an oil pump and starter, and anything specific to what you know you're going to be doing. For example, if you're going to be needing an engine overhaul, at a minimum you'll want to bring bearings, rings, valve guides and maybe valves.

Shipping parts and gear to Mexico from the States varies in difficulty from relatively easy to nearly impossible — depending on where you're trying to have it shipped to. We found Puerto Vallarta to be the easiest and Mazatlan to be almost impossible.

No matter where you try to ship stuff, it's going to take lots of time. And you have to accept that there will often be delays.

not a minor consideration.

Likewise, while I think it's important for any *gringo* mechanic in Mexico to speak pretty good Spanish, I would consider it absolutely essential for the 'on the side' cruiser mechanic. I learned this 'Spanish lesson' the hard way when I relied on a well-known delivery captain — who had branched out into the 'marine services' business in Puerto Vallarta. The bottom paint he assured me he'd had "lots of good experience with" turned out to have the antifouling qualities of house paint. As a result, I now spend four to six hours a week in the water with a putty knife scraping off the most amazing quantities and varieties of weed and barnacles off my newly-painted bottom.

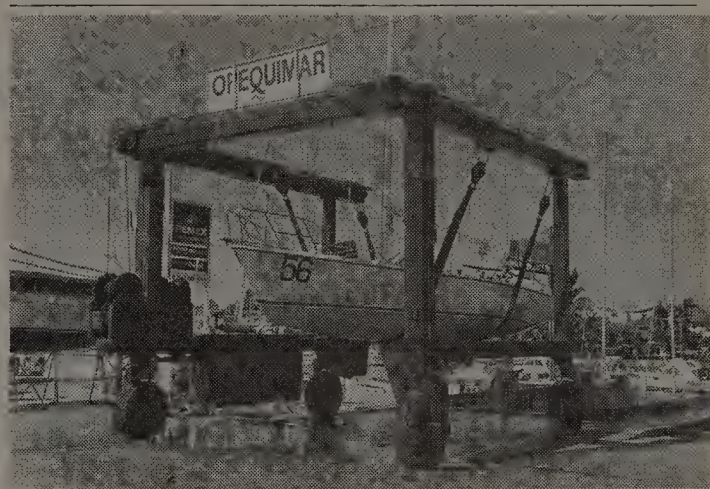
On the other hand, there are two legitimate *gringo* mechanics who we found to be excellent: Neill Randle on *Novia* in Marina Mazatlan, and the absolutely delightful Stewart Littlejohn on *Running Shoe* in Marina Nuevo Vallarta.

There are also a lot of good Mexican mechanics available. The great thing about Mexican mechanics is that they can fix almost anything with virtually nothing. While the coastal Mexican economy may be booming and many aspects of Mexico are now anything but Third World, this is still a culture that has always had to make do with what it has rather than going out and buying a replacement when

something breaks.

There are two downsides to using Mexican mechanics. The first is that they generally have little if any experience with boats — and probably none at all with typical boat systems. Secondly, they are accustomed to making do and patching things together without access to proper parts and materials. So even if you are willing to spring for all new parts, they probably won't even ask you for them, and will fix your motor to the same standard they fix their own: As good as they can under the circumstances — which is good enough to get it working again, but with the full expectation that the same thing will break down again in a few weeks and need to be repaired again.

Finally, while a few Mexican mechanics speak a little bit of English, and some have even worked in the States for a while, you should really be quite fluent in Spanish if you want to use a Mexican mechanic and still get the job done to stateside standards. And even then it helps to have a good technical Spanish-English dictionary in your pocket at all times.



Mexican boatyards like Opequimar in PV are efficient, modern operations on a par with anything North of the border.

If everything goes perfectly, you may have your stuff in hand within two weeks of ordering it. Normally, it will take about a month, and waits of three months or more are not unusual. All this assumes that you or some representative is willing to

MAJOR REPAIRS IN MEXICO

run around and get the legwork done in the States.

Although there are a lot of parts available in Mexico, forget about one-stop shopping. For example, you can find a store that stocks every kind of bearing imaginable — but if you want the seal that goes next to it, you have to travel across town to the seal store. Naturally, the seal store doesn't sell the gaskets that you also need. So it's normal to have to go to three or four different places to find one item. When you multiply this by the number of items you need, and then compound it by the fact you're doing it by bus and on foot, you become familiar with the layout of towns in a big hurry.

The services that you will need for major mechanical work — primarily machine shops, rebuilders and injector shops — are easy to find in Mexican mainland ports. They are not as easy to find in La Paz. We found that the quality of work varies quite a bit, but there's at least one good machine shop in Mazatlan — Romo; and in Puerto Vallarta — Gonsales. If you're in La Paz, it's necessary to travel to the agricultural machinery folks in Constitution for proper work.

It's worthwhile to visit any shop before contracting to have any work done — particularly if it's not one for which you've gotten a lot of firsthand recommendations. The shops we've visited have ranged from clean-enough-to-eat-off-the-floor, which is our personal standard for a good machine shop, to ones that had so much junk piled on the benches that it was unlikely that the workers would be able to find your parts let alone their own tools and machines.

Like Mexican mechanics, Mexican machine shops are incredibly resourceful, and can pretty much make anything — usually at amazingly low prices. Rebuilders for starter motors, alternators and the like are plentiful, and subject to the same comments just made about the machine shops. Rebuilders for engines and transmissions exist, but should only be used with considerable caution. We say this because of our unfortunate experience with the "excellent Borg-Warner transmission rebuilder" we used in Mazatlan.

The shop was touted as one which used only genuine Borg-Warner parts. Yet our transmission was reassembled with homemade gaskets that appeared to have been cut from the owner's children's school notebook paper, used parts, and a part for an automotive differential. In addition, the snap-rings were put in back-



wards and the precision-machined clutch housings had been beaten to a pulp with a hammer in order to remove them. In general, the transmission was so thoroughly trashed that it had to be completely overhauled again six months later in Puerto Vallarta — to the tune of half the cost of a brand new transmission!

So if you're thinking of using an engine or transmission rebuild, I'd strongly recommend getting — and checking — references from the skippers of other boats he's done; supplying all the parts yourself; and insisting on being present when the work is done to make sure the parts you supply actually go into your engine/tranny.

Whether or not you plan to do some or all of the work yourself, it's important to have a really good set of tools onboard your boat. Good tools are scarce and extremely expensive in Mexico, so Mexican mechanics and shops will generally make do with what they have — as well as liberally employing the use of a hammer or two. The 'legitimate' gringo mechanics that I worked with had their own very good tool sets, but it never hurts to have your own tools on board.

In retrospect, would we have left Alameda again knowing that we had major mechanical repairs ahead of us? We're not entirely sure, but the answer is probably 'yes'. And if I knew then what I know now — and have tried to share in this letter — about what's available and how to get things done in Mexico, the answer

Spread, anchored at a secluded cove in Mexico. Inset, Dominique, yard manager at the Carenage in Raiatea.

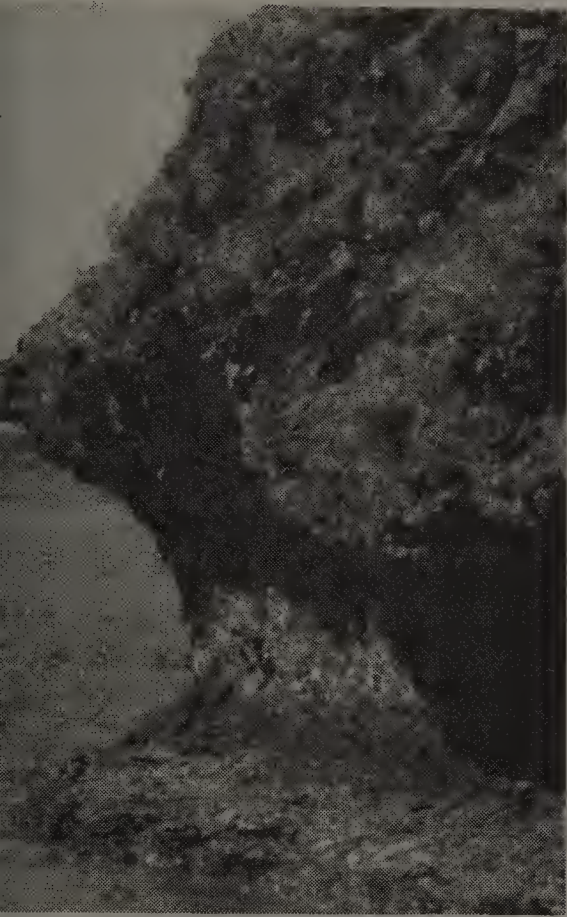
would definitely be 'yes'. Even though we spent more time in marinas and less time at anchor than I would have liked, the fact is that we were in Mexico the whole time, and between fix-it projects got to enjoy spells in those incredible Mexican anchorages. In addition, we got to meet some great people — and learned a lot about Mexico and its way of life that we would never have been exposed to without the necessity of the mechanical work. Even better, it was a great way to learn Spanish!

First light is starting to show on the eastern horizon, so it's time to put the computer away and do some of what makes life worthwhile: Watching another great sunrise at sea.

Now that we've flown back to California, we've pulled the computer back out so we can explain why we've left our Hans Christian 43 on the hard in French Polynesia for the November to March South Pacific cyclone season. We'll also explain the alternatives and some of the grisly details that go with our decision.

Three factors led us to decide to store our boat halfway along the Coconut Milk Run: Love, dread, and luck.

First, we absolutely fell in love with French Polynesia — particularly the Society Islands — so we wanted to be able



to dawdle there as long as possible. But we didn't want this to mean that we'd have to rush through other places we figured we'd also love — such as Tonga and Fiji — in order to reach New Zealand by the end of November.

Second, we dreaded the idea of bashing down to New Zealand this year, and then back up next year to do Tonga and Fiji — particularly after the horror stories from the '98 fleet's crossing from the South Pacific to New Zealand last November. The idea of an even longer — but probably less dangerous — slog up to Hawaii and then back was equally unappealing.

Lastly, there were two luck issues — both of which were related to timing. We were committed to at least six weeks of travel in the U.S. during the months of October and November — which would have pushed us to one side or the other of the optimum weather window for making the potentially dangerous crossing from the South Pacific to New Zealand. Also, with this being a La Niña year, the consensus of weather gurus seems to be that there is a pretty low risk of cyclones in the South Pacific this season.

Once we decided that we'd leave our boat in the South Pacific, the major options seemed to be French Polynesia or Fiji. I liked the idea of setting the boat's keel into a hole in the ground — which is the Fijian storage practice — plus the fact that the Fijian yards have weathered pretty intense cyclones with minimal

damage to stored boats. On the other hand, French Polynesia historically has a lower risk of cyclones because it's much further to the east. Besides, leaving the boat in French Polynesia meant we could pick up where we left off — without having to rush west or backtrack the following season.

We ruled out the idea of leaving our boat in the water. We're personally not comfortable with that idea. Other cruisers — including many European owners — didn't have a problem with it. There are relatively good — but small — facilities for long term in-the-water storage. There is a small but very well-protected marina at Vaiare on the east side of Moorea. In addition, there are two small marinas on northwest Raiatea; Raiatea Marina next to Raiatea Carenage, and Marina Apooiti a mile away.

All three marinas are protected by rock breakwaters, but the one at Vaiare has the advantage of being in a deep valley. All require Med-tie moorings in the basin. All get tightly packed, so even if the ground tackle and fenders held up in a blow, there might well be enough wind-induced roll to get some rigging and spars tangled.

Given the other prices in French

ings charter fleet is based. The transient rate was 159 Central Pacific Francs per meter per night — or a little over 50 cents U.S. per foot. The rates for long term are substantially lower.

There is also Marina Taina at Tahiti's Maeva Beach, just south of the airport. It has side-ties and Med-tie docks, but it's extremely exposed. There is tremendous surge even during 25-knot blows, so we wouldn't consider it for long-term storage, especially during cyclone season.

Having decided on dry storage in French Polynesia, our choices narrowed down to the yard in the industrial Fare Ute section of Papeete, or Raiatea Marine or Raiatea Carenage on Raiatea. All of these dry storage facilities are busy with 'Puddle Jumpers' in what we've been told is the biggest year ever for the Coconut Milk Run. At least 20 Puddle Jumpers are staying on the hard in French Polynesia, and perhaps as many as 40.

Each of the three dry storage yards have something to recommend them. The Papeete yard is concrete-paved, but it sits out on an exposed finger at the outer edge of the harbor — and seemed pretty vulnerable to us. Raiatea Marine and Raiatea Carenage are next door to each other, so have the same weather exposure, and are both unpaved. We ended up choosing

The Carenage in Raiatea is a thoroughly modern operation right down to liability insurance covering almost everything — except hurricanes.



Polynesia, those for long term berthing didn't seem unreasonable. We spent a few days at Marina Apooiti, where The Moor-

Raiatea Carenage based on its reputation — including good reports from our insurance carrier and from a cruiser who had

MAJOR REPAIRS IN MEXICO



stored his boat there for two previous seasons.

Dominique Goche, the yard manager at Raiatea Carenage, speaks perfect English, and is extremely professional. He's also amazingly responsive considering that he is every bit as busy as yard managers in the Bay Area. Raiatea Carenage carries a fire and liability policy covering theft of boat equipment or personal property to a maximum of 1 million CFP (\$10,000 U.S.), and damage to the boat while in yard care up to 18 million (\$180,000 U.S.). There are important exclusions: natural disasters, meaning cyclones, and flora and fauna damage, meaning bugs and mildew.

Our own boat insurance carrier, Blue Water Insurance, gave us written assurance that our boat was fully covered while in storage — provided she was placed in a secure cradle in a secure yard — both of which the Carenage provides. Blue Water even informed us that we were entitled to a premium reduction rebate for the time the boat was on the hard.

The Carenage has a modern Travelift and a slip that will accommodate a 9-foot draft and 15-foot beam. Our haulout was done more professionally than any since I've owned the boat — including a diver going down to position and secure the straps before lifting. On the down side, the unpaved yard can become soft during heavy rains. Although the wide, well-maintained steel cradles seem unlikely to tip even on soft soil during high winds, it was a little hair-raising to watch my boat swing gently in the Travelift as they tried to motor it through the mud to her storage spot. The previous afternoon's torrential rainstorm had flooded the yard to a

Fijian boatyards set the keel into a hole in the ground. The simple but effective method keeps boats safe from everything except gophers.

depth of almost a foot! All ended well, though (so far), and Dominique promises that the yard will be graded and gravel-covered soon.

Another comfort was the yard's practice of lashing boats down if a cyclone threatens. The yard is fenced, although somewhat unimpressively, and Dominique informed me that it is watched by a neighbor at the head of the cul-de-sac on which it is located. We didn't see any evidence of a watchman or guard dogs. On the other hand, there apparently hasn't been a theft problem and usually there's at least one person living aboard in the yard. Still, given the problems some cruisers had in Raiatea this year — one night boarding and one dinghy stolen after the

including bathroom and boatyard shower, which are about what you'd expect. It also includes opening and airing twice a month, if desired.

Dominique will also order duty-free supplies for you, including bottom paint, and will coordinate ordering duty-free fuel. The latter is a must, as it's \$1.20 U.S./gallon duty free and \$4.50/gallon taxed! We haven't used or priced any of the yard's services yet, but based on the two paint jobs we saw, their work appears excellent.

Our haulout preparation was about standard for a cyclone-prone region, including removing all sails and deck-level running rigging, and stripping the decks of everything moveable. In addition, we were warned that thanks to an average of 200 inches of rain a year, mildew is a problem. So besides asking Dominique to open our boat twice a month, we oriented a couple of dorade vents to hopefully create a little air circulation. We also tried a trick recommended by a couple of other skippers with experience in high-humidity layups: set out trays of charcoal to help absorb the moisture. We'll let you know if it works.

We were also cautioned that cockroaches can be a real problem, so we removed anything that looked like an easy target — such as plastic-wrapped foods. One boat even recommended removing canned goods and glass jars, as the skipper claimed that they had experienced roaches getting into even these by secreting some corrosive fluid that caused the

A rainstorm had flooded the yard to a depth of almost a foot.

locked cable was cut — we wouldn't leave anything on deck nor advertise the existence of any valuables stored below.

As to cost, we found Raiatea Carenage to be surprisingly reasonable — particularly in view of the beyond-exorbitant cost of everything else in French Polynesia. We're paying 31,109 CFP (about \$311 U.S.) per month for storage based on our documented length of 42.6 feet. The haulout/relaunch — including the most thorough pressure wash I've ever seen — was \$365 U.S. Our storage fee includes the usual use of yard facilities,

can or jar lid to rust through. Based on experience gained from spending my life in the cockroach-prone Florida and Hawaii, I decided to take a chance on cans and jars. Again, we'll let you know!

So now we're back in the States, where the stores have everything and all the signs and speech are in English, and we've got our fingers crossed like nervous parents who just sent their kid off to college. Dominique will probably get tired of us emailing him to check on our boat, but based on our experience thus far with him and the yard staff, Omar Khayyam is in the best possible hands.

— larry & barbara gilbert

This Thanksgiving, you can be thanking the sun and blue sea

This will be the largest gathering of
cruisers to sit down to a
Thanksgiving dinner in any marina
in the world. Come and join us in the
celebration of a new millennium.



Events

November

Cruisers Welcome Party
Margarita Party - Costa Mujeres Restaurant
Thanksgiving Day

December

Angela Pergata Theatre (Nautica Jer)
Health Day - Sharp Hospital
B.B.Q. Party - Dario's Restaurant
Mexican Posada and The Spirit of Christmas
Christmas Boat Lighting Contest
Christmas Day - Dinner and Music Party
New Year's Eve - Dinner and Music Party

January

Chili Cook - Off
Super Bowl Sunday
Three Kings Day - Poor Children Help
Cruiser's Tours to Copala

February

Cruiser's Tours to Merchant Marine Academy

March

Carnival Week
Spring Margarita Party - El Patio Restaurant

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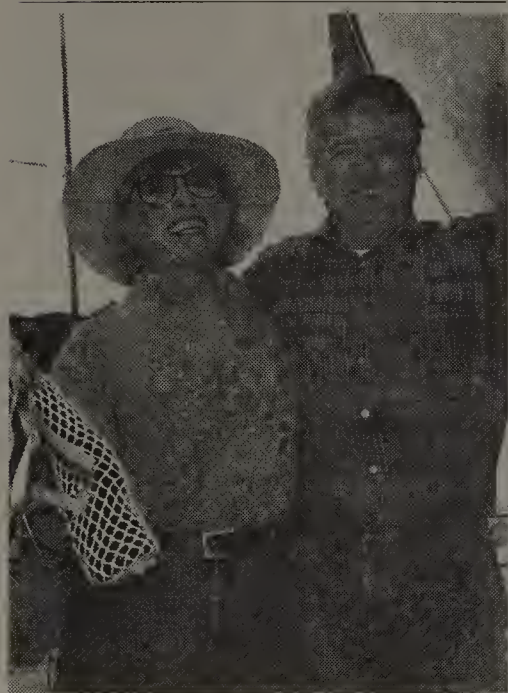
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INDIAN SUMMER HAULOUTS

Haul out in October? Until last month, the concept seemed as odd to us as a bikini sale in January, geese flying north for the winter or, well, cows in Berkeley. But there it was, plain as day in early October, a waiting line for the Travelift at Bay Ship and Yacht in Richmond that looked like the drive-up window to a nautical McDonalds. Arriving early Monday morning, we had to wait while one boat was hoisted out and another splashed down before our turn came up. Another boat was pulling up to the waiting dock as we came out, and still another arrived on a flatbed truck.

"The weather has a lot to do with it," explained yard manager Steve Taft, referring to the lovely Indian Summer that lasted nearly the entire month. "I'm a bit surprised we're *this* busy, though," he added. Of course, business wasn't nearly as brisk as in the spring and summer — yards all over the Bay were really cranking in June.

We had a sneaking suspicion that procrastination might be a key element of these late haulouts. It was, after all, the reason our own boat was out at this time of year. But as we walked around the yard to take a survey (and thereby procrastinate doing our own bottom a bit longer), we were surprised at the variety of jobs, people, boats — and reasons — for late summer haulouts. Here are a few of them.



Patrick and Julie Callahan
Wittholz 39 cutter
Santa Rosa

"This is one of those boatbuilding projects that was planned to take two years," says Patrick Callahan, who retired from a career as a sheet metal worker in September. "But it took six."

The as-yet-unnamed steel cutter is the culmination of years of sailing and dreaming for the Callahans, whose cruising experience reaches back into the '60s when Patrick built his first boat, a Piver trimaran, and made many trips to Catalina. Later, in the mid-'80s, the Callahans cruised to Mexico and home aboard an Albin Vega. More recently, Patrick participated in the '97 Baha Ha-Ha aboard Colin Hiller's *Dream III*.

Patrick had pretty much settled on a steel boat for his ultimate cruising vessel, but it wasn't until he spotted Bob Van

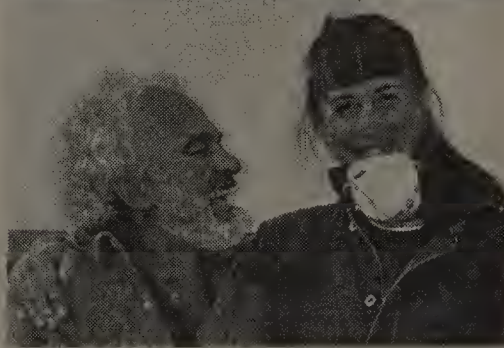
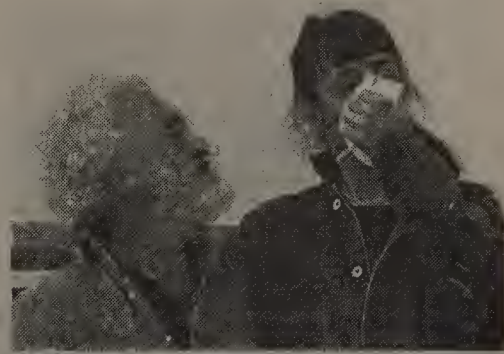


Blaricom's *Sea Bear* — a sistership to the boat in these photos — in Tiburon that he knew *that's* the one he wanted. Bob was very helpful in setting him up with the right people, which included metal 'master craftsman' Gary Webb. Gary did the main structural cutting and welding on the boat, which was built within a

Al Colescott
***New Moon* — Skorgenes 41**
Napa River

Al (left) was not a happy camper when we ran into him at the yard. His lovely 40-year-old wood sloop was on the hard because she had be smacked a month earlier by an out-of-control mud scow while in her slip on the Napa River. The barge also damaged nearby docks and snapped off two 13-inch pilings. Damage to *New Moon* included sprung seams, separated railings and several gouges out of her gleaming white topsides. And the lovely weather wasn't exactly helping matters any. "Hot and dry is *not* good for wood boats," he said. *New Moon* had been out of the water for two weeks awaiting decisions from the insurance company, and that was about the limit. He was paying the seams over the weekend in preparation for splashing her back down on Monday. "Any longer and the seams will start opening up," he explained.

Al has done a ton of work to the boat in the 10 years he's owned her, all in preparation for going cruising in 2001. If the insurance settlement comes through and the boat can be brought back to the condition she was before the barge hit her, he and wife Janice will still be able to make that departure date. Got our fingers crossed for you, buddy.



Paul and Cindy Baker
***Lionheart of Devon*,**
Hans Christian Christina 40
Seattle

Paul and Cindy are picking up where they left off about a year ago. They departed Vancouver for the Big Cruise in December of '97 and, unlike most, headed north, spending the winter on Vancouver Island and working up into Alaska the next summer. Then they turned around and headed south. They stopped in the Bay Area last September to visit friends and, wouldn't you know it, were offered jobs so appealing that they decided to interrupt the cruise. For the next year, Paul, an engineer, worked as project manager on a major rebuild of the Monterey Bay Aquarium research vessel *Western Flyer* in Alameda.

Lionheart of Devon, named for Paul's homeland in England, was hauled for a quick and simple bottom job when we caught up with the Bakers. After that, they planned to put her back in the water and head out the Gate right away — before any more offers came along!

stone's throw of Highway 101 in Santa Rosa. Patrick completed the spacious, functional interior himself.

The boat arrived at the yard by truck. Julie did christening honors (above) on October 22. After the rig is installed, Patrick and Julie plan to move aboard and start preparing for the big cruise south

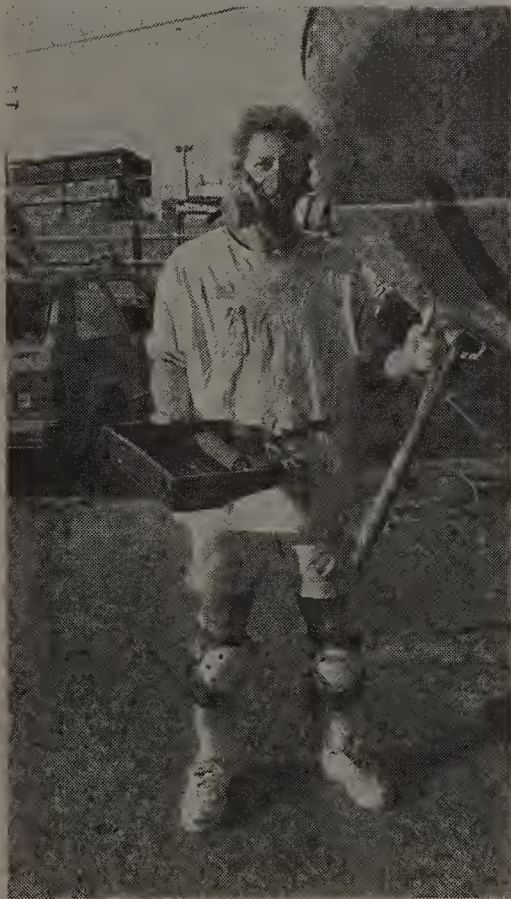
next year.

Of the pushed-back building schedule, Patrick shrugs and smiles. "Things that are worthwhile usually aren't easy," he says. "For me, the whole boatbuilding process has been very rewarding and we've met so many nice people that we kind of feel we've started cruising already!"

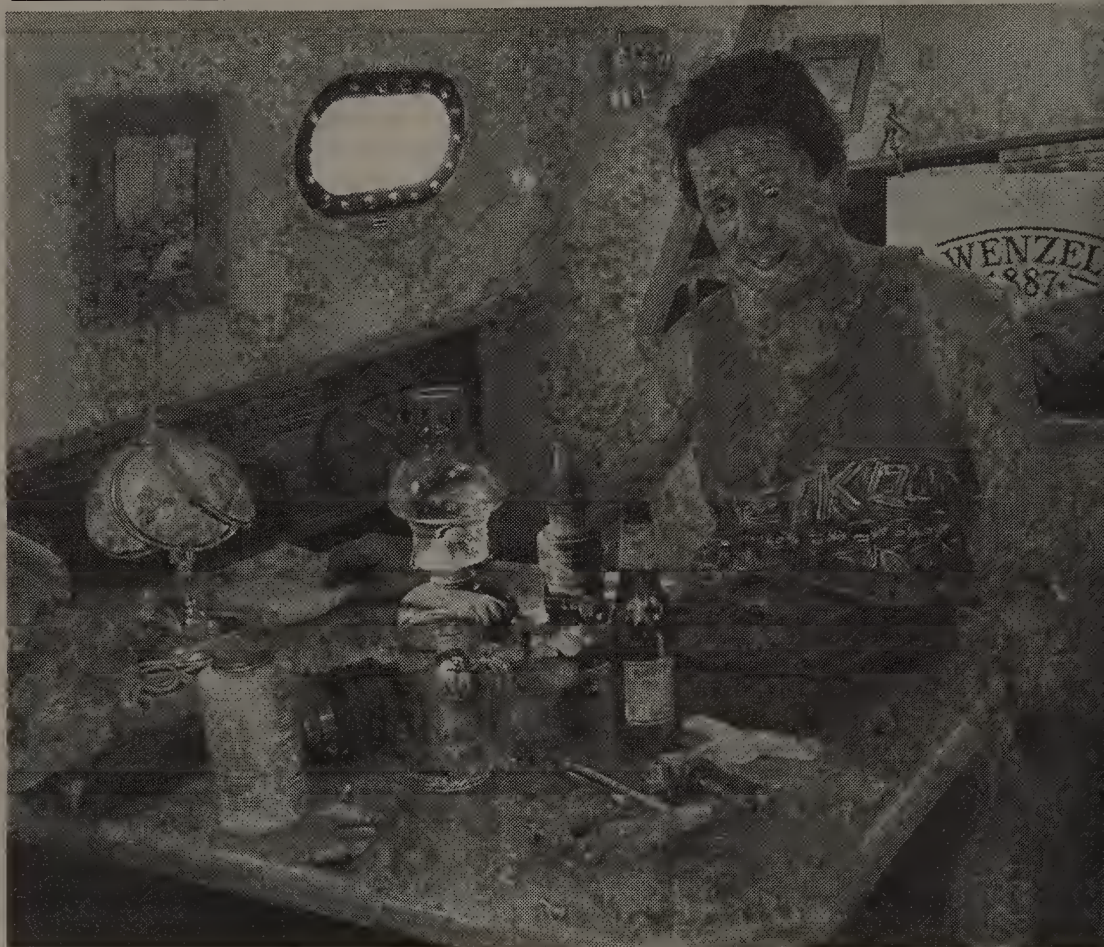
INDIAN SUMMER HAULOUTS

Ken Hopkins Seraphim — Shannon 'Tom Thumb' Cotati

October marked the first haulout for Ken's salty steel 29-footer. He launched



the boat just two years ago after 8 years of building her in the back yard of his condo in Cotati. "My neighbors were very

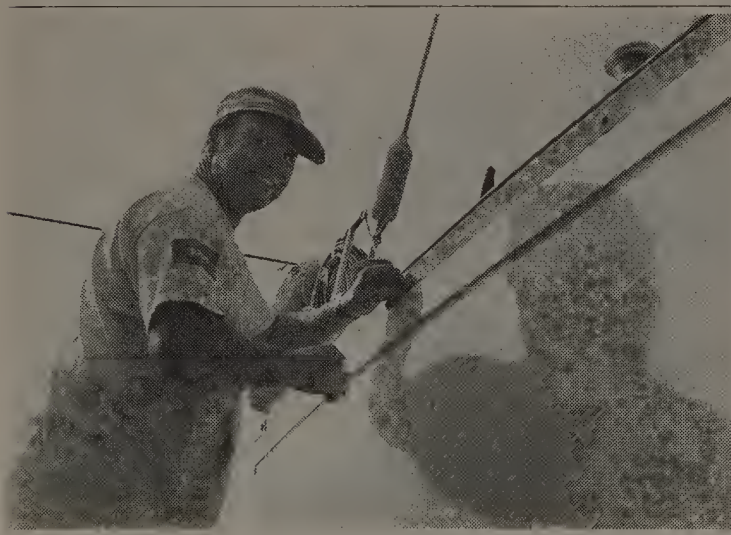


understanding," he notes.

Ken 'found' the boat under a Bruce Roberts logo in the back of a *Cruising World* magazine and bought the plans — which were actually drawn by Graham Shannon — for \$99. Although he had no prior boatbuilding experience (or sailing experience for that matter), the combination of his career as a metal fabricator at the Chevron Refinery in Richmond and 'a

portfolio of ideas' from Bruce Roberts that came with the plans stood him in good stead. Sailing the boat regularly since her 1997 launch, he couldn't be happier with his choice. "She's strong, safe and sails like the Dickens," he smiles.

To our eye, the boat and bottom appeared perfect and growth-free at haulout. But Ken found a few bubbles here and there in the paint, particularly around the



Cary Smith Pele — Yankee 30 Redwood City

"We're out now because we really wanted to get a paint job on the boat before it starts raining — and it's now or never," says Smith, left. The mast was also out awaiting new standing rigging. The biggest job, however, was cutting a large chunk out of the bottom of the boat to install another engine and prop shaft in the 25-year-old Yankee.

Cary and wife Renee Henault have owned the

boat since January. As they are in the midst of building a 57-ft Roberts steel boat in Seattle (they normally spend six months there and six months in the Bay Area), they weren't really looking for another project, but a friend in Redwood City noticed the Yankee and gave them a call. They bought the boat in January and have been 'recharging the sailing batteries' by knocking around the Bay with her since. Once out of the yard, they'll make a quick trip south to Mexico to recharge the 'cruising batteries' and then bring the boat either back here or to Seattle.

Cary was taking time out from his career as a homebuilder to work on

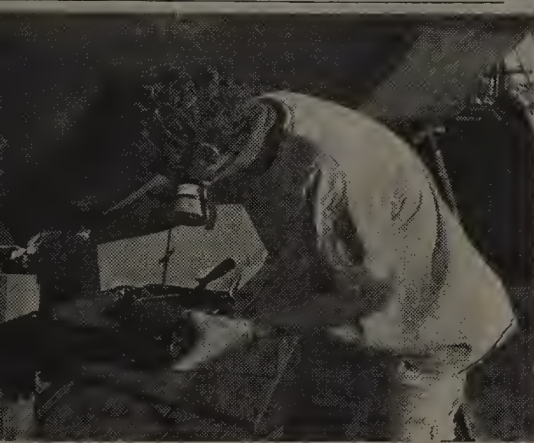
Richard Wilson
Prime Fusion — Tom Colvin 'Gazelle'
Redwood City

Wilson's 41-ft steel lug-rigged schooner was built of Corten steel in the early '80s. But when Richard got her from 'some lawyer', she was in a bad way.

"When I first looked at the boat, the batteries were completely dry and the battery charger was on," he says. This effectively rendered the boat a cathodic time bomb. Upon survey, the surveyor actually was able to push through the steel plating with his thumb in several places. "I think the epoxy coating on the inside of the hull was the only thing that kept it from sinking," says Wilson.

Despite the flaws, Wilson had always liked the Gazelles — a 45-year-old design of which Tom Colvin once said more than 600 had been built worldwide. So he bought her and the patches started going on. When done, Richard was

tickled to discover there were a total of 31 of them. Having recently retired (he now consults with high-tech companies part-time) from a company that special-



keel where the boat sometimes plows a bit of a furrow coming into her marina. Hopkins keeps the boat in the Chevron Yacht Harbor, a little-known enclave (for employees only) just east of Port San Pablo. After a couple days of priming and grinding, he put on two new coats of bottom paint and was on his way. Eventually, Ken hopes to live out the cruising dream that took hold years ago when he read Robin Lee Graham's *Dove* — to take off for far horizons with wife Julie, daughter Ashley and son Matthew.



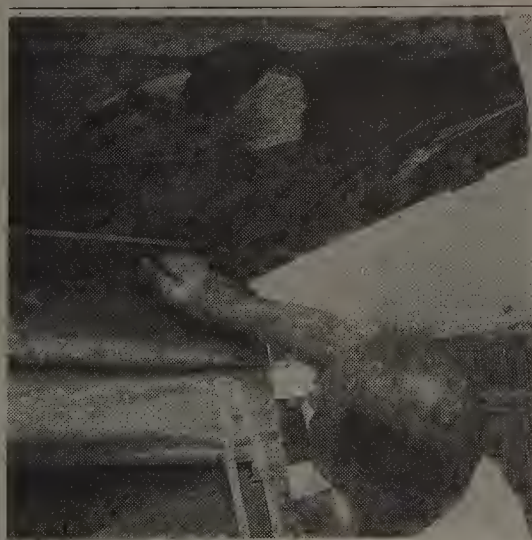
ized in using prime numbers in image and data compression, Wilson says, "31 is a prime number, so it just seemed natural to name the boat *Prime Fusion*."

It's been almost three years since the patch job, and Richard was pleased to find there was no more indication of any electrolysis on the boat. However, several patches of bottom paint (which had last been applied in cool, moist conditions) were loose or missing. After a thorough pressure washing (above) and priming, *Prime Fusion* got two coats of "the good stuff" and was headed back to her slip at Treasure Island — a slip Wilson had 'won' in a lottery a couple of years ago. "It is a great place to keep a boat, although with all the new things happening there, I think the rent may start going up."

Eventually, he and significant other Deborah West plan to cruise the boat to the South Pacific, where Richard hopes to use his technical expertise to set up satellite communication projects for education and commerce uses.

the boat, but Renee was out 'on assignment' — as a firefighter battling the huge Shasta County fire. "She'll be surprised when she sees the new paint job" (at right), he smiles.

Eventually, Cary and Renee will make it back down south for some serious cruising on the big boat. Cary hopes it won't be quite as exciting the leg of their last Mexican voyage in 1982, when they put their double-ender on a train in Manzanillo and lived aboard her for two and a half weeks as they crossed to the Caribbean side. "It was like *Raiders of the Lost Ark* the whole way!" laughs Cary. "We've never been so scared, excited, concerned or hysterical since."

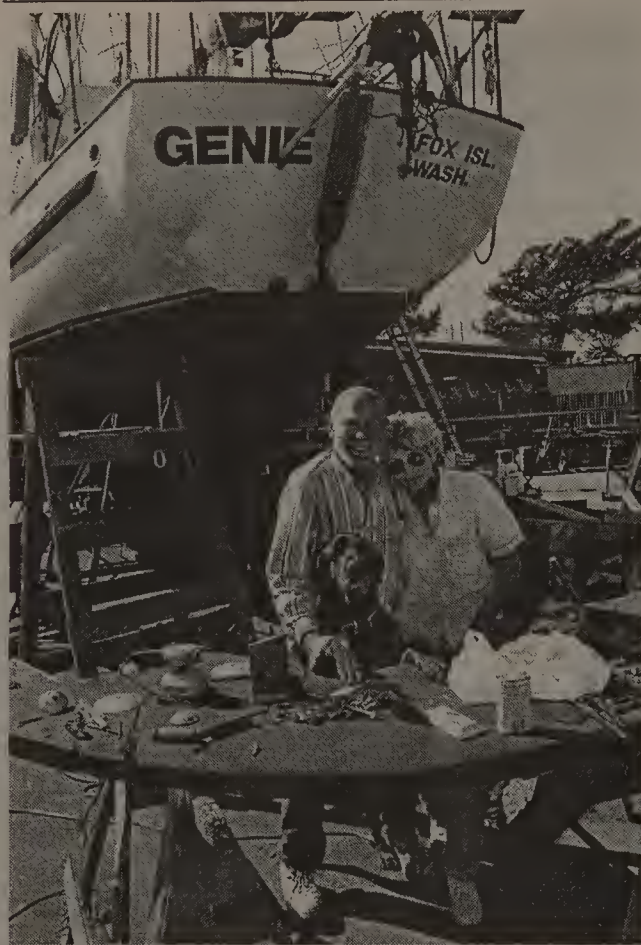


INDIAN SUMMER HAULOUTS

Jim and Trish Benson
Genie — Custom 56-ft ketch
Gold Hill, Oregon

"We're here because it's cold and rainy in Oregon right now — and we needed to get stuff done!" says Jim (right, with Trish and Bubba). Purchasing *Genie* was the start of a new life for the couple, who are both semi-retired photojournalists and biomedical engineers. *Genie* was built in Japan in 1966 of double-planked mahogany on oak frames. The Benson's acquired her about three months ago, and once they picked her up in Gig Harbor and headed south, they didn't look back. Once out of the yard, they will secure a local berth, live aboard and sail our local waters in preparation for the big cruise to come in a year or two.

The boat herself got back from her first circumnavigation a year ago, says



Jim. But the cruise south, complete with 50-knot storm winds off Newport Oregon, shook loose a few items that needed attention, such as the bronze rudder pintles. They showed the tell-tale 'pinking' that indicates the zinc has leached out. Thus weakened, they can fail easily. So the rudder was off (that's it being used as a workbench) and new pintles, new cutlass bearing and new bottom paint were going on. In fact, Jim and Trish were working like dogs to get dozens of little jobs done while the getting was good.

Speaking of dogs, the boat's sole crewmember was also kept busy during the haulout — greeting people and finding shady spots. "Bubba really does good on the boat," Jim says of the big mixed breed. "Dolphins are his favorite thing. He doesn't bark, but he really likes to watch them."

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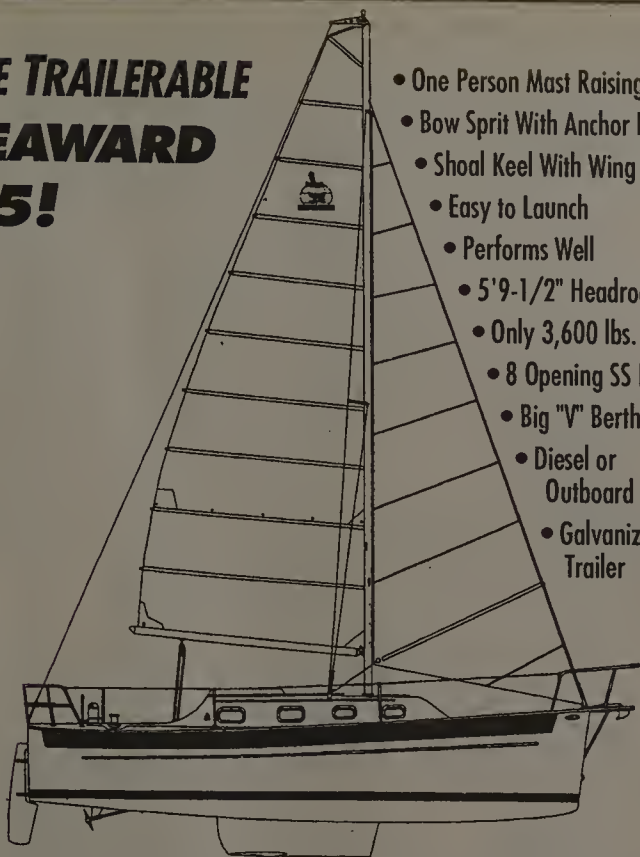
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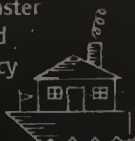
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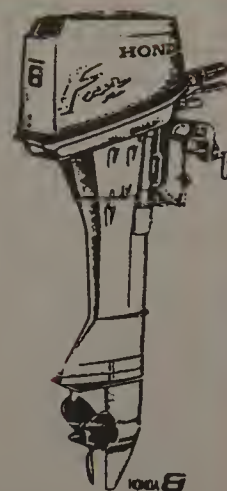


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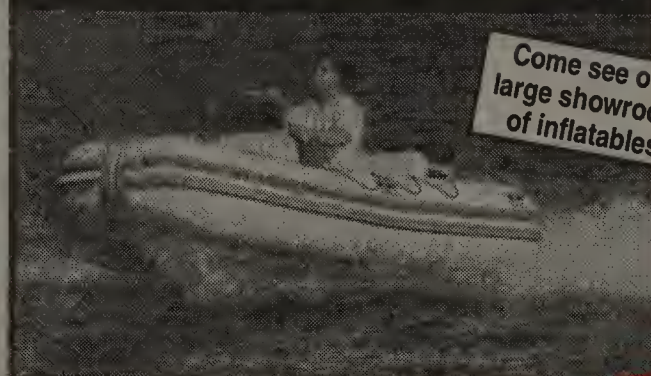
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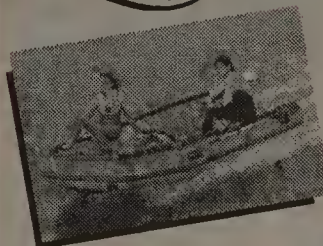
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SEASON CHAMPIONS, PART I —



Geez, winners already? Where did the summer go? But if it's November, it must be time for *Latitude's* annual three-part salute to the season champions. In this first installment, we'll introduce the PHRF winners of both the Bay (Handicap Divisions Association) and ocean series (Ocean Yacht Racing Association). Next month, we'll profile one design winners and in January's grand finale we'll get around to the dinghies, woodies, kids and who knows what else.

We'll spare you any brilliant and pro-

Rock and roll — Mike Condon's Farr 40 'Endurance' chutes down the Cityfront in the Stone Cup.

found insights into the state of affairs in HDA and OYRA, mainly because we're incapable of such deep thinking. The facts are these: In '99, HDA had 102 boats entered and 41 qualified (i.e. sailed in at least half of the 10-12 races, depending on the class). Last year, 97 boats entered and 49 qualified. One class disappeared this year (HDA-M was merged with HDA-L), and several others — notably the multihulls

and non-spinnaker group — likewise seem headed for the tar pits.

The situation in OYRA is even grimmer: Eighty-seven boats entered the ocean series this summer, yet only 10 managed to qualify (i.e., sail in at least 6 of the 9 races). That's down from 23 qualifiers (out of 87 entries) in '98, which in turn was down from 43 qualifiers (of 107 entries) in '97. Don't kill the messenger, but we're starting to detect a certain trend here.

But rather than dwell on these statistics, let's move right along and meet our



first batch of winners. We always enjoy meeting the personalities behind the names we typed in *The Racing Sheet* all last summer, and hope you readers find it interesting, too. Congratulations to all winners, including those listed below who didn't get the 'full treatment' this year.

— **latitude/rkm**

HDA:

DIV. F (multihull) — 1) **Indigo**, Dragon Fly, Mike Taylor, StFYC; 2) **Ja Mon**, F-25, John Kocol, BAMA. (3 entered; 0 qualified)

DIV. J — 1) **Mintaka**, C&C 36, Gerry Brown, BYC; 2) **Harp**, Catalina 38, Mike Mannix, SSS; 3) **Fat Bob**, Catalina 38, Robert Lugani, CPYC/SBYC. (12 entered; 7 qualified)

NON-SPINNAKER — 1) **Wind Dragon**, Catalina 34, Dave Davis, BVBC; 2) **Starfire**, Catalina 34, Robert Engelhart, OYC; 3) **Bear Territory**, Catalina 34, David Smith, RYC. (7 entered; 0 qualified)

SF 30-FOOTERS — 1) **Ixxis**, Olson 911-S, Ed Durbin, RYC; 2) **Preparation J**, J/30, R.Tostenson, TYC; 3) **Jeannette**, Tartan 10, H. King, BYC. (10/7)

OYRA:

PHRO-2B — 1) **Zoom**, Ericson 35, Michael

McCarthy, AYC; 2) **Chorus**, Kettenburg 38, Peter English, StFYC/SYC; 3) **Scotch Mist**, Cal 39, Ray Minnehan, CYC. (10 entered; 1 qualified)

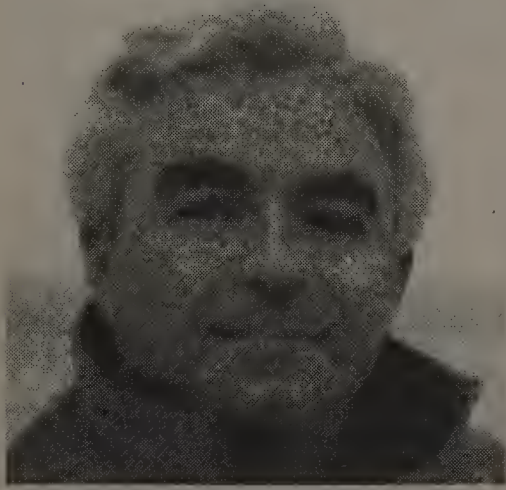
MORA-1 — 1) **Salty Hotel**, Express 27, David Rasmussen, PetYC; 2) **Run Wild**, Olson 30, Dale Irving, StFYC; 3) **Family Hour**, Olson 30, Bilafer Family, RYC. (12 entered; 0 qualified)

MORA-2 — 1) **Sorcerer**, C&C Half Tonner, Greg Cody, SSS; 2) **Starbuck**, Black Soo, Greg Nelson, SSS; 3) **Latln Lass**, Catalina 27, Bill Chapman, BYC. (7 entered; 2 qualified)

MULTIHULL — 1) **Erin**, Antrim 30+, Dan Buhler, EYC; 2) **Ja Mon**, F-25c, John Kocol, BAMA. (12 entered; 0 qualified)

SEASON CHAMPIONS, PART I —

HDA-G One Design 35 *Rigel*



Don Payan
St. Francis YC

"This was a 'learning' season for us," admitted Hillsborough's Don Payan, who bought the first 1D-35 on the Bay last May. After a nice debut — third in the Stone Cup behind *Wasabi* and *Bullseye* — *Rigel* coasted to an easy victory in HDA-G. Unfortunately, no one else came out to sail in three of the nine HDA races *Rigel* sailed — and Payan had never sailed against another 1D-35 until the Big Boat Series. "Having tasted one design now, we'll probably migrate to San Diego next summer to race the 35s down there," he said. "No matter how much we practice up here or win under PHRF, we need to get in more time against sisterships."

Payan's goal is to be ready when the 1D-35s hold their Nationals on the Bay next year just before the BBS. He hopes to keep his "great group of guys" together until then, including crew boss Dave Grandin, tactician Andrew Whittome, sailmaker Pete McCormick, Chris Chapman, Kevin Dugan, Bob McIntyre and Ben Miller. "Everyone's busy — even without a backstay or runners, the boat needs a lot tweaking to go fast," explained Don.

Payan grew up overseas, "racing all kinds of boats in all kinds of places." In the late '80s, he bought an IOD with Dennis Jermaine, eventually winning the season title. After taking a break from racing while starting two biotech companies, Payan is happy to be back. "My goal is to grow the local fleet," he said. "These boats are great for the Bay, a perfect next step for J/35, Express 37 or J/105 owners!"

2) *Wasabi*, ILC 46, D. Williams, StFYC; 3) *Bullseye*, N/M 49, B. Garvie, StFYC (11 entered; 3 qual.)

HDA-H J/40 *China Cloud*



Brite (left)/Wilson
Richmond YC

Winning season titles is nothing new to Leigh Brite, a retired electronics engineer from Pt. Richmond. A member of the ICYRA Hall of Fame (MIT, class of '46) and a 25-year veteran of I-14s, Brite successfully campaigned Santana 22s, Cal 2-27s and Express 37s (*Ringmaster*) before stepping up to his J/40 in 1994. This is the third HDA title for Leigh and his righthand man, attorney Cliff Wilson, with *China Cloud*. "Leigh just loves to race sailboats," said Cliff, the team's primary driver. "It keeps him young!"

"A good, consistent crew is the key," claimed Brite, who does tactics and back-up driving. "We've been together for about 15 years, and we're still having a great time!" In addition to Wilson, *China Cloud*'s close-knit crew includes Leigh's wife Marilyn, Rich Bannalack, Bobby Villareal, Marty Burks, Chris and Tom Loughran, Marcia and John Duys, and Steve Dahl.

The *China*-men distinguished themselves in the ocean this summer, as well — they were second in class in the schizophrenic Coastal Cup, and one of just seven boats to finish the slow Windjammers. "Our new Quantum poly kite helped us hang in there," claimed Brite. "And we're tenacious, if nothing else!"

Because the Brites went cruising in the Channel Islands after the Coastal Cup, *China Cloud* missed the Second Half Opener — "a calculated risk." With no throwouts left, Brite and company held it together to triumph in HDA's largest and arguably most competitive class.

2) *Bodacious*, Farr 1-Ton, J. Clauser, BYC/RYC; 3) *Petard*, Farr 36, K. Buck, CYC. (19 ent.; 10 qual.)

HDA-K B-25 *Zilla*



Brent Draney
Berkeley YC

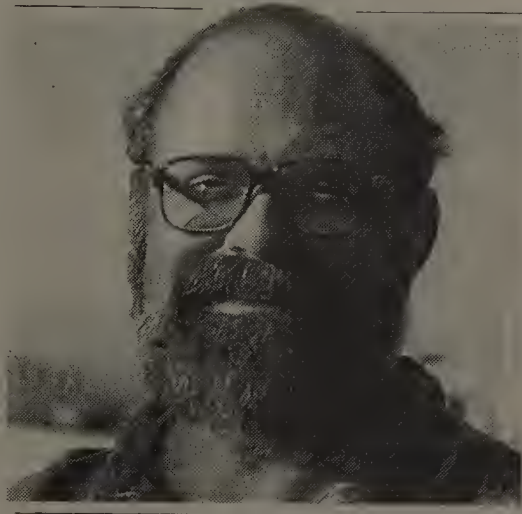
After five years of doing bow for Bill Chapman on the winning Catalina 27 *Lat-in Lass*, Montclair resident Brent Draney bought *Zilla* two years ago. "Working with Bill was one of the greatest joys of my sailing life," claimed Draney, a computer guru at Berkeley Lab. "Leaving his program was the only regret I've had with buying *Zilla*. Of course, it hasn't stopped me from stealing some of his crew!"

Brent first sailed on *Zilla* in the '96 Windjammers, the first leg of a successful Iron Man triathlon. "I'd never sailed on such a sweet boat," he recalled. "It was so much fun, especially downwind. I was immediately hooked!" Making the transition from crew to skipper was "fairly tough," but all the pieces fell into place this year as *Zilla* dominated HDA-K. "Having a regular crew is definitely paying off," noted Brent. "Special thanks to Ben Keeler, Lori Lombardo, Mark van Selst, Dan 'The Man' Ackland and, of course, our outstanding pit person, my wife Karen."

Despite a mid-season 3-second rating hit, *Zilla* still took bullets in 10 of the 14 races in the sparsely-attended 'K' group. "Unfortunately it seems that HDA is kind of dying out," observed Draney. "I hope we didn't stop anyone from competing, and would like to encourage more boats to come out to race. Next year, we're thinking of organizing a class like the SF 30s for lighter, smaller boats like B-25s, SC 27s, Moore 24s and J/80s. Anyone interested in pursuing this idea should email me at brdraney@nersc.gov."

2) *Windwalker*, I-36, Shoenhair/Gilliom, LGYC; 3) *Nighthawk*, C'tessa 33, P. DeVries, SFYC. (15/3)

**HDA-L
Merit 25
Chesapeake**



**Jim Fair
Berkeley YC**

Mountain View engineer Jim Fair owns HDA-L, having now won it four times (previous wins were in '93, '94 and '98) and come in second three times. This year, he had to work hard to win — after using both his throwouts up in the Vallejo Race (11, 16), Fair rattled off six straight bullets. He then barely held on in the home stretch as *Dulcinea* came on strong.

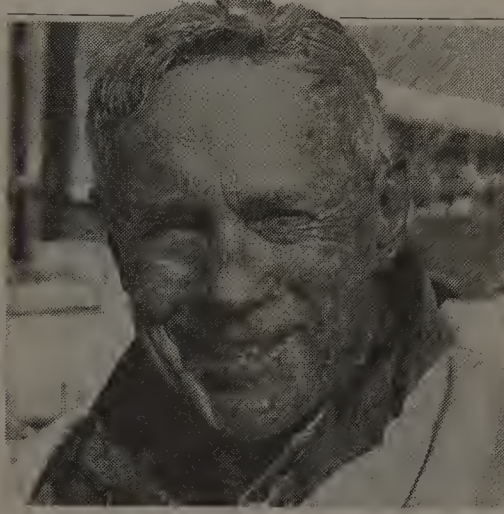
With HDA-L and M now combined due to dwindling participation, Fair at least had some decent competition, though he felt the rating band was too large. "It was difficult to know how we were doing. You could do a horizon job on the fleet, but still end up in the toilet," he explained. "It meant you couldn't ever let up until you crossed the finish line — unlike one design, where you tend to relax on the last few legs because not much changes."

Jim has now happily owned *Chesapeake* — his first and only boat, named after the Bay he grew up near — for 15 years. He knows the boat inside and out, and wins more than his share of races on the SSS and HDA circuits. Still, he modestly maintains that full credit is due to his "great crew," most of whom are members of the fairer sex: B.J. Price, Darlene Rosenzweig, Sue Winslow, Sue Brodsky, Joan Nygard, Charles Doggett, Marcelline Therrien, Kathy McGraw and Jorja Patten. "I'm sure I forgot somebody, so I apologize in advance," chuckled Fair.

"I wish I knew how to get more little boats out for HDA," said Fair, who regardless plans to defend his title next year.

2) *Dulcinea*, Killerwhale, Mathiasen/Pritchard, IYC; 3) *Starkite*, Cat.30, L. Miller, HMBYC. (18/5)

**HDA-Sportboat
Antrim 27
Abracadabra II**



**Dennis Surtees
St. Francis YC**

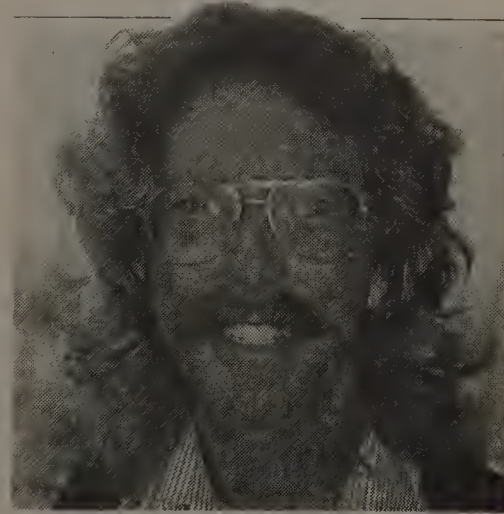
"I'm approaching 70, feel like I'm 17 (most of the time), and act like I'm 7, according to some!" laughed Dennis Surtees, a retired anesthesiologist from Pt. Richmond. Surtees' fountain of youth is his Antrim 27 *Abracadabra II*, which he races with Tom Montoya, Mike Schaumburg, and Tony English. Dave Hopkins, Kit Stycket and young J.V. Gilmour also made rotating contributions. In addition to winning the Sportboat Division rather handily, Surtees won the NOOD Regatta, which doubled as the inaugural A-27 Nationals.

Surtees, who lived in England until 1957, started sailing at the relatively late age of 33. He quickly discovered 505s, racing them for 21 years with huge success — 8 Pacific titles, 5 NA wins, and runner-up in the Worlds three times, including once with Paul Cayard on the wire (see *Loose Lips*). He moved up to a three-quarter tonner in '83, and several years later "made the biggest mistake of my life" in buying a one tonner. The latter experience soured him on sailing, so he took up golf. After a brief sojourn in the Etchells class, he again quit sailing for a few years.

In '96, the then-new A-27 caught his eye. *Abracadabra II* (named for his daughters Annette, Amanda, Adele, Andrea and Alison) is, he enthused, "the best boat I've sailed since my dinghy days." As an early owner, Surtees endured the 27's teething problems, losing two masts. "The class is now approaching 'critical mass' with 19 or 20 sold," said Surtees. "We're at the crossroads between HDA and ODCA."

2) *Always Friday*, Ant. 27, John Liebenberg, RYC; 3) *Owlsarah*, Ant. 27, Joseph Melino, EYC. (7/6)

**PHRO — 1A
N/M 45
Tiger Beetle**



**Rob Macfarlane
SSS**

A self-described "computer programmer by day, boatbuilder by night," Alameda's Rob Macfarlane has been working steadily to build his 1983 Morgan-built two-tonner (hull #6 of 12 built) into "an offshore cruiser masquerading as a racer." The previous *Beetle* was a Newport 33 which Rob sailed in the '96 Singlehanded TransPac, breaking the headstay and rudder in the process. On the 21-day delivery home, he and significant other Sarita May "designed a new interior and started looking for a boat it would fit into."

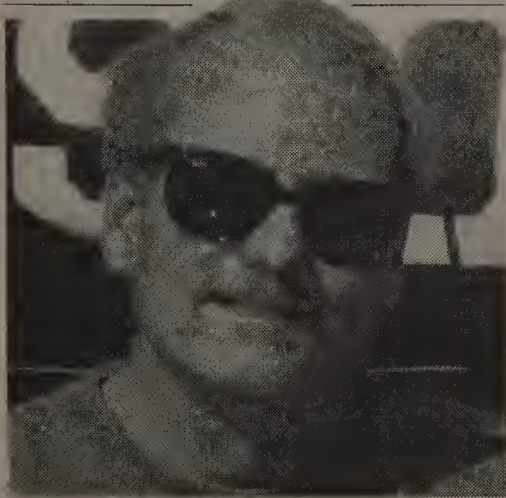
Rob purchased his N/M 45 later that year, with the long range goal of doing the 2000 Pac Cup. To tune up for that adventure, Rob and his friends (Sarita May, Diane Cranor, Richard Bryant, Leanne Burr, Ric Wee, Eric Kuehne, Brooks Dees, Dwight and Jane Beal, Mike Robison, Marie-Anne Decalle, Jan-Ulco Kluiwstra) entered and won PHRO-1A. "We're a budget operation," confessed Rob, who is still finishing the interior. "I dive on the boat myself, and the crew brings the lunches."

Beetle II does fine in big breezes, and Rob was disappointed that the windy DuxShip was called off. "The rest of the season was mostly light air and flat water," he noted. A highlight of their season was dropping out of the windless Windjammers Race to spend two hours drifting in the company of feeding humpback whales. "They worked as a team, diving down, pirouetting, and then rising back to the surface within feet of our hull," said Rob. "It was just extraordinary!"

2) *Accey Deucey*, J/44, R. Leute, EYC; 3) *Endurance*, Farr 40, M. Condon, RYC. (16 ent.; 1 qual.)

SEASON CHAMPIONS, PART I

PHRO — 1B
Soverel 33
Stop Making Sense



Dean Briggs
SSS

"This boat is seriously fun downwind," claimed Dean Briggs, a project manager for an East Bay biomedical firm. "It has Olson 30 performance with a lot more room and stability!" The most fun Briggs has had yet with *Stop Making Sense* (named after the epic Talking Heads movie/album) was winning his class in the '96 Pac Cup. After then doing the '98 Pac Cup on the Andrews 56 *Medicine Man* ("sooo smooth"), Briggs was signed up and eager for next summer's Pac Cup.

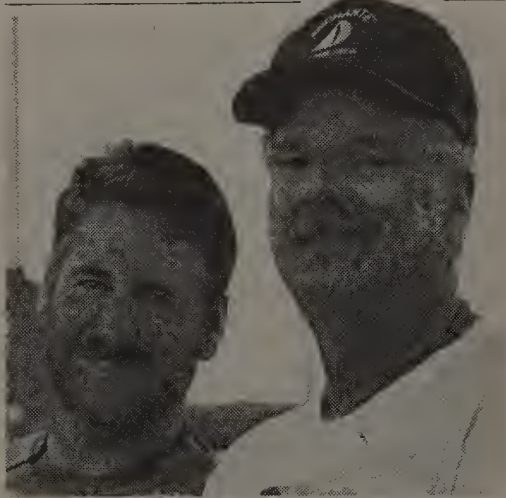
But he recently pulled the plug on that project, and against the crews' wishes is reluctantly putting SMS up for sale. Briggs has been campaigning boats for about 14 years, including a stint in Columbia Challengers prior to the Soverel, but now his priorities are changing. "When my twin 7-year-old girls asked me, 'Daddy, why did you miss our soccer game again?' for the third Saturday in a row, I knew it was time to take a break," explained Dean.

In the meantime, the SMS crew (Dave Congdon, Woody Salyer, Wayne Nygren, Bruce Schwab, John Gawkowski, Marc Hoffman, Jane Thurier, Kurt Christofferson) will sail the boat and Dean will make what races he can. Obviously suffering from a profound midlife crisis, Briggs is even considering taking up cruising, listing "a ride on *Profligate* someday" among his new ambitions.

Though SMS went out an OYRA winner, Dean had mixed emotions: "We broke our mast in one race and, let's face it, there weren't boats to sail against."

2) Jarlen, J/35, Bob Bloom, SYC; 3) Stray Cat Blues, J/35, Bill Parks, EYC. (10 entered; 1 qual.)

PHRO — 2A
Beneteau 42
Enchante



Barton (left)/Jacoby
Marina Bay YC

David Jacoby, an insurance agent, and Rob Barton, who sells industrial safety equipment, both live up in Santa Rosa. Prior to buying *Enchante* (ex-*First Light*) together, the duo campaigned Jacoby's winning Catalina 30 *Revision* for years. In fact, most of their crew are Catalina 30 alumni: Mike Neylan, Thomas Gebhardt, John Thompson, Connie Munger, Bob Barton (Rob's father), Sue Jacoby (Dave's wife), Steve Hill and Dave Hamm.

"Rob and I have a happy partnership," claimed Jacoby. "We alternate each year between ocean and Bay racing, and always have a good time. The ocean is generally easier — pushing a tall-rigged, 23,000-pound boat around the Bay is a lot of work!" In fact, other than the windy Farallones Race, the ocean proved quite hospitable this summer. "It was light to moderate, perfect conditions for us — a great year for our egos!" laughed Jacoby.

Though *Enchante* encountered more competition than other OYRA classes, the partners nonetheless would like to see more boats racing out in the ocean. "Our class was pretty strong in the first half, but fell apart near the end," noted Jacoby, who still misses one design racing. "There are about six Beneteau 42s on the Bay — wouldn't it be great if we could get them all out together on the race course?"

When not racing, *Enchante* can often be found cruising the Delta or weekendng around the Bay. "Who knows, maybe we'll even get around to taking her to Mexico someday," said Jacoby.

2) Dance Away, Tuna 35, D. Storkovich, MPYC; 3) Red Sky, Olson 34, B. Bosma, SSS. (13/4)

OYRA — SHS
Peterson 39
Saltshaker



Steve Hanson
Cal Sailing Club

Livermore electrician Steve Hanson's path to the sea can be traced back to his early childhood. "I figure the reason I sail is because my mom painted waves and ocean and sailboats on my bedroom walls, complete with real sailcloth on them," explained Hanson. "I also built an 11-foot sailboat at age 16, which I'm keeping in the backyard for my 3-year-old son Dale to use someday."

Hanson's racing career began in 1989 aboard the Morgan 38 *Coast Starlight*. He was immediately smitten — more on ocean racing than round-the-buoys — and sailed on many boats (e.g., Olson 30, Catalina 27, J/29, J/35, Mumm 30) before buying *Saltshaker*, his first boat, in 1993. "It was actually a gift from my wife," said Steve. "Debbie's not a racer, but she's always supported my racing. That's a big plus when you're gone all day, and sometimes into the night, on ocean races."

Saltshaker has been a 'work in progress' from the beginning. After rebuilding the mast and redoing the rigging, Hanson began seriously racing her in '96. He did the '98 Coastal Cup on *Saltshaker*, coming in fifth — and getting further hooked on offshore racing. "Debbie keeps mentioning life insurance," joked Steve.

Saltshaker, a 1979 IOR 'broach-coach', provided a few exciting moments coming under the South Tower, while *Grey Ghost* provided good competition to the end. "Special thanks to my faithful crew Peter Cook," said Steve. "He had the guts to fly the chute, and jibe it, with just two of us."

2) Grey Ghost, Zaal 38, D. Grant, SSS; 3) Sundowner, SC 50, Anna Stockel, EYC. (17 ent.; 1 qual.)

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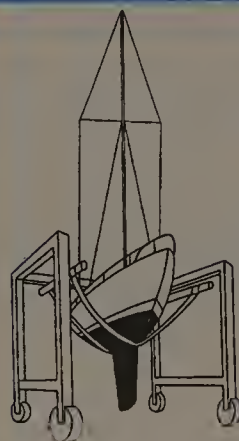
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There was once a time when a business lunch with one of the company's major partners was thought of as a great honor. Although actually, honor had very little to do with it — it was a free meal and an afternoon out of the office. We'd go to an expensive downtown restaurant, order heavy, get some good local wine into the client and ourselves, and waste the rest of the day on the company nickel — all in the name of account management.

These days, I'd rather just have a sandwich at my desk and get some work done. I've had enough expense-account meals for one lifetime, and projects have to be completed one way or another.

But the lunches still come up, and you can't really say no. This time, at least, the venue was at one of the City's better seafood restaurants, a very traditional place that has always been one of my favorites. It hadn't changed for generations, and had even been there from before the Big One in '06. So had some of the waiters, by all appearances. I scanned the menu for the date it was established, but customers are assumed to know the local lore here — no history lesson printed on this menu.

It was the boss, myself, two co-workers, and the Big Client from the midwest. There was the usual small talk about weather and time zones, one round of iced tea (a sign of the times), and finally one of the ancient waiters was ready to take our order.

"Oh, I'll just have a sandwich," said our guest, ordering first.

Our faces fell — etiquette demanded that if the guest of honor was going to low-ball the menu, we had to also.

"On the other hand," he said with a sudden change of appetite, "the steak-and-lobster looks good. I'll try that. Medium rare, please. And let's start off with a calamari salad."

"That was close," I whispered to my colleague after we had both ordered almost-equally pricey specials.

"The guy has amazing people skills," he whispered back.

Indeed, the client was a very engaging lunch companion, and it was becoming clear why he was in a position of such high responsibility in such a large company. But he didn't really want to talk business, and it soon became evident why my colleague and I were along for this meeting.

"I guess I'm too late for the summer fog," noted our guest. "But I'm not complaining — back home we've already had snow."

"We get tule fog in the winter," said my

co-worker. "It can be just as thick, but there's usually very little wind associated with it. Just last Sunday I was out sail-

instead of a maximum size limit. Then it's pretty clear that a longer, lighter boat gives you more speed, comfort, and safety."



ing in some fog so thick I could hardly see the bow."

"You sail?" the client asked. We both nodded. "I'm hoping to get down to the Marina District sometime this week," said our guest. "I'm thinking of buying a cruising sailboat, and everyone tells me that San Francisco is a good place to look over some very seaworthy boats."

After tactfully correcting our guest about the meaning of 'Marina District', we asked him what sort of cruising he had in mind.

"Blue water," he answered. "Caribbean and South Pacific. And I can afford to do it right, so I'm free of some of the usual constraints."

"So you're going to go for the 80-foot ketch with all-electric roller furling?" I asked, only half joking.

"Not quite that big," he explained. "I think our maximum size is about 60. But from the research I've done so far, I'm leaning towards a heavy displacement full-keel ketch or cutter."

"Good choice," I said. "You'll get comfort and seaworthiness."

"On the other hand," said my co-worker. "Light displacement gives you a much easier boat to work with a short crew, more speed in light air so you don't have to use the engine as much, and a boat that's just plain more fun to sail. It's really more rational, when you think it through, to set a maximum weight limit

And this is where my boss's plan went haywire. He'd made the fatal mistake of having two sailors, not one, along on this business lunch junket. And where there are two sailors, there are at least three opinions.

I argued that heavy boats are stronger and more stable, with a much larger limit of positive righting arm. He countered that ultralights are just as strong if well built, and have higher ballast ratios and less beam, and capsize isn't a significant cruising risk anyway except in very small boats. I pointed to the heavy full-keeler's ability to heave-to in a storm. He said that light boats do fine by running off. I said that heavy boats have more comfortable motion in a seaway. He said that that's only true going upwind, and that most cruising is off the wind. I advocated the divided rig for easy sail handling. He said the fractional sloop was by far the easiest to handle, and could tolerate roller furling or self-tacking jibs without crippling its performance.

"But the light boat is safer because it can be made unsinkable," said a woman's voice from the next table over.

I practically choked on my clam chowder when I turned around to see who was interrupting our debate.

"Lee!" I stammered. "I didn't recognize you. . . Are you back at your naval archi-



Heavy displacement — or light? (At left, a Union 36, above, the globe-girdling light-displacement 'Heart of Gold.') As if the question isn't hard enough, cruising multihulls (right) have now evolved as a legitimate third choice.

ture job here in the City?

"Just a couple of days a week while I work on my thesis," she answered. "But like, it's cool. No one recognizes me at first. I'm like, totally incognito in full business drag."

"So I see," I said as I tried to reconcile the sight of grad student Lee Helm in a very conservative wool suit and makeup. Then I did the introductions, and invited her to join us for a while.

"Just for a few minutes," she said as she pulled up an extra chair. "I wouldn't be all rigged up like this if we didn't have an important customer to impress at biz-lunch."

"That's the project here, too," said our client. "But your friends are doing a good job of it so far — even though they never seem to be able to agree on anything. I wonder if this is how they resolve issues at their staff meetings. . ."

My boss winced.

"Great calamari!," Lee pronounced. "We ordered the stuffed oysters. But like, as I was saying, an ultralight can do one thing that a heavy cruiser can't do — stay afloat when it's holed."

"Cruising boats hardly ever actually sink," I pointed out.

"I hear there's a lot of junk floating around out there," said our client. "Dead trees, old pilings, shipping containers that

washed overboard."

"Yeah, and I'd sleep easier knowing that if I hit one hard enough to make a big hole, that it wouldn't be a mad scramble to get the raft deployed and some extra gear aboard."

"In the ocean, I always sleep with my feet forward," said my colleague. "Even at only five knots, if we hit something big I'd get one hell of a conk on the head if the boat stopped short and I fetched right up on a bulkhead."

"And like, even just the possibility that a boat might sink," said Lee, "seems to cause a lot of trouble. If you read about the known offshore fatalities in the last couple of decades, a lot of them are directly or indirectly caused by premature abandonment."

"You're referring to the boats that were found floating and intact after the '79 Fastnet, from which people died during rescue attempts?"

"That's one example. A lot of bad decisions are made because exhausted crew don't trust their boat to stay afloat. And for good reason, with all that lead and no flotation. Some boats actually do sink."

"Couldn't one accomplish the same thing in a heavy boat," I asked, "with watertight bulkheads?"

"For sure, watertight subdivision is

how big ships do it. It would make perfect sense on a heavy cruiser, and even some extreme racers have collision bulkheads up forward and big water ballast tanks that can act as flotation if the hull floods. But like, for whatever reason, it doesn't seem to be a marketable idea."

"Neither is foam," I observed. "Only a few builders use positive flotation as a selling point."

"**B**ack to my problem," said our client. "I'm in the market for a big cruising boat, and we have heavy versus light, ketch or cutter versus fractional sloop. What other parameters need to be worked out?"

"How are you going to achieve shallow draft?" asked Lee.

"I don't think I can," said the future cruiser, "This will be a big boat, and I'm assuming we'll be in deep-water ports and anchorages. I think eight or nine feet is normal for 60-foot boats."

"That's going to be very restrictive," said my colleague.



"Lots of good places you can't go with eight feet of draft," I said. "You won't even be able to tie up to the dock at Sam's!"

"More important," said my co-worker, "is that when you do enter an anchorage, you'll find that your options are often much more limited. A boat with a shallow keel can pull in closer behind headlands, for better protection and a smoother ride at anchor. Or a shorter dinghy ride to the beach. Or, you'll have access to shallow and uncrowded parts of the anchorage that other boats can't use. Or sometimes shallow draft will allow you to anchor much closer to town."

"The essence of cruising is walking long distances along dirt roads in equatorial heat carrying large quantities of groceries," I said.

"I see we agree on something," noted our guest.

"And the ultralight," I said, "depends on a deep fin keel, so we can rule out that

type as the ideal cruising boat."

"Then we can rule out the deep fixed keel too, for the same reason," said my colleague. "Light hulls have shallower canoe bodies, and can fit a longer and more efficient fin in less total draft."

on a lake."

"No one's ever really bothered to engineer this correctly," insisted Lee. "I mean

Where there are two sailors, there are at least three opinions.

"What about wing keels?"

"I'm not crazy about them because of what happens after you run aground," I said. "You can't heel to get off. But there are variants — keel/end plate hybrids like the Scheel Keel that seem to be decent compromises."

"The traditional 'keel-centerboard' combination also works well," added my colleague. "A long shallow keel with a centerboard that drops through the middle, housed inside the keel. Popular in the '50s and '60s. One downside is the small rudder, but otherwise it's a practical solution. That's what I recommend to people who are shopping for something old and heavy because they can't afford the premium price of a well-built ultra-light."

"The way to do this without compromising," said Lee, "is to have retractable foils. That way you could anchor almost anywhere, even nose up to the beach in a lot of places. And like, you could even go up a small river for better protection from tropical storms or hurricanes. Think what happens if you really blow it and hit a reef!"

"Does that still happen, with GPS and everything?"

"The problem," I said, "is that not only the reefs, but sometimes whole island chains, are not charted very accurately."

"If you hit a hard spot with a fixed-keel sinker," Lee continued, "it's usually game over. But like, with a retractable that has flotation, you have a chance to bounce over the reef into the lagoon. I mean, not always, but many more options are open. Best of all, a retractable can still have a really deep bulb keel, with only a little bit of ballast, so that it's still a fast and lively and stable boat, and positive flotation is still viable."

"Sounds good," I said, "but haven't you noticed that there are no boats like that on the market?"

"Very few, anyway," admitted Lee.

"I'd be afraid of the locking mechanism not being up to the task," said my co-worker. "Having sailed a number of little swing-keelers, I know how much of a trouble spot that pivot pin can be. Even

we have ITBs with millions of foot-tons of moment across a detachable joint. . ."

"ITBs?"

"Integrated tug-barge," she explained. "The tug locks onto the stern of the barge, and the two are a single ship, for all practical purposes. Sometimes there are operational and regulatory advantages to doing it that way. But like, the point is that the joint is not rocket science. A lifting fin keel could lock into the hull structure of a yacht just as securely as with any arbitrary array of keelbolts. In fact, the structure would be even more reliable than the traditional fin keel attachment, because some deep frames would take up all the torque at the keel root."

"Still, this is of no use to me if boats built like that aren't actually available," said our guest. "And I don't think I want to go with a radical custom design."

"Right, I keep forgetting," said Lee. "We have a real-world mission profile. Almost hate to say it, but the answer, in your size and price range, is multihull."

"You mean, catamaran or trimaran?"

"For sure. You get the retractable foils for shallow draft, the positive flotation, and lots of speed."

"What about risk of a capsize?"

"That depends on size more than anything else," said Lee.

"Why should that be?" asked our client. "I thought all multihulls are as stable upside down as they are right-side up."

"It's the way the scaling works," explained Lee. "Imagine you have a catamaran with one hull just lifted. The moment, which is force times length, tending to keep the boat from heeling any more is going to be about equal to the weight of the windward hull times the beam."

"Right," I said.

"Now double the size of the boat. The length, beam, and draft of each hull doubles too, so the displacement goes up by a factor of eight. But the beam also doubles, so the righting moment — beam times the weight of one hull — goes up by a factor of sixteen. The point being that for geometrically similar boats, righting arm increases by length to the fourth power."

"But doesn't heeling force go up just

as fast?" asked my co-worker.

"No, heeling force is about proportional to sail area. Area only goes up by a factor of four — by length squared — when size doubles. And heeling moment is proportional to sail area times the height of the rig, so heeling moment goes up by a factor of eight. See where we're going? Heeling moment goes up by L-cubed, righting moment by L-to-the-fourth, so if size doubles there's twice as much righting moment compared to heeling moment, and the result is that the boat heels half as much. And like, in the case of our catamaran, it takes twice as much wind pressure to lift a hull."

"Ah, I get it now," said my colleague. "That's why big boats seem to have proportionally bigger rigs."

"And why model boats," added Lee, "are blown flat in a light breeze, even with way out-of-proportion deep bulb keels."

"So bigger is safer for multihulls," is what I gather.

"Zactly," said Lee.

"Which doesn't mean you can't make a big one unsafe," I pointed out. "There are extreme racing multis that have gone over, even quite big ones."

"But it gets to be pretty rare in the large sizes," Lee insisted.

"To be honest," said our guest, "there's something about catamarans and trimarans that just doesn't get me excited. They seem to have too many extra parts, somehow."

This was a confusing statement coming from someone so new to sailing, but Lee seemed to understand him immediately.

"You might like the aesthetics of the proa more than the cat or tri," she said. "One long hull to leeward, for long waterline and seakeeping, and one short hull to windward with all the weight on it. In light air the short hull, which is shaped to minimize wetted surface, accounts for most of the vessel's displacement while the long hull floats very high. In heavy air, the long hull is supporting the weight while the short hull is almost flying. A very efficient use of the different properties of the two hulls. But, the short hull always has to be to windward and the long hull to leeward, so it tacks by reversing direction."

"What would a big cruising version of this do for a centerboard?" I asked. "Do you have to raise one and lower another one each time you tack and change the

bow into the stern?"

"No centerboard, just bow and stern rudders. They would flip 180 degrees on each tack. Probably would be set up with 'collective' and 'cyclic' controls for the two rudders, just like a helicopter."

"Fascinating solution," said our guest. "It does have a certain elegance."

"Another way cool development is the biplane rig catamaran. At least one of the monster cats designed for the next marathon round-the-world race is biplane. That is, a mast on each hull."

"Don't they just blanket each other?" I asked.

"When a boat is that fast, the apparent wind is always coming from so far forward that the two sails don't interfere with each other at all. Even *Playstation* considered going biplane."

"But they changed their minds. Do you know why?"

"Sheeting angles for light-air sails," is the reason the designer gave for rejecting the idea. But that probably wouldn't be so critical for a cruiser.

"I've seen some sketches of that round-the-world biplane cat," I said. "It does look like a nice rig."

SOMETHING OLD, SOMETHING NEW

Think there's nothing new? Here are some searchable patent websites for sailing inventions, old and new, that will change that thinking.

- IBM Intellectual Property Network
<http://www.patents.ibm.com/>
- UK patent office
<http://www.patent.gov.uk/>
- The European Patent Office
<http://ep.espacenet.com/>
- World Intellectual Property Organization
<http://www.wipo.org/>

"There are some possible structural advantages too," Lee continued. "Especially if you don't mind a few carefully

placed compression struts, the rig can essentially form a big box girder that stiffens the entire boat without having to take large bending moments through the akas."

Lee looked back at her table and noticed that food was being served.

"Like, I gotta go download some lunch," she said as she slid her chair back. "Nice meeting you. Be careful out there."

"Enjoy your lunch," I said.

"I can handle it," she replied. "By the time we're done schmoozing our customer, most of the afternoon will be gone. And like, I'm on as a consultant this time, so I'm getting paid by the minute!"

"Students have it so rough these days," noted my boss with wistful sarcasm as Lee returned to her table. "Why, when I was in college, my part-time job at an engineering firm consisted of sitting on a hard drafting stool and checking other people's calcs by slide rule all day."

And despite the best efforts of all three of us, the boss never let the conversation get back to sailing 'til lunch was over.

— max ebb

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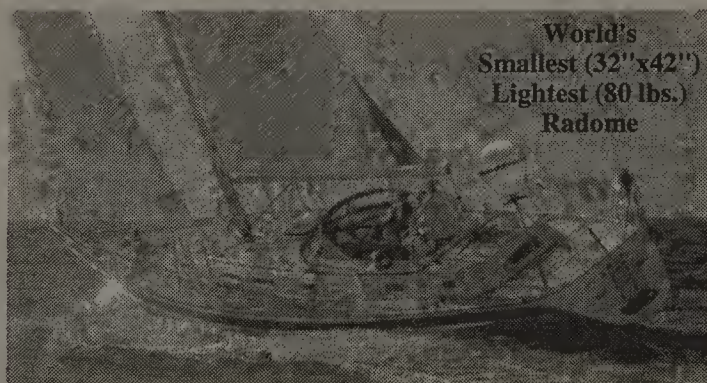
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BAJA HA-HA VI PREVIEW, PT. III

A-n-d... they're off! As you read this, the Millennium Ha-Ha fleet is working its way south in pursuit of sunny skies, relaxation and adventure. The start was October 26th off San Diego's Pt. Loma, and the 160-boat fleet is expected to round the tip of the Baja Peninsula November 4, arriving at Cabo San Lucas.

der of the Baja Ha-Ha Class of '99 — the Millennium Ha-Ha fleet. And we wish them smooth sailing wherever their wanderlust takes them in the coming months and years.

"Boatless" — Landsailor Kirby Brock, Roseville

With a name like the Baja Ha-Ha, it's no wonder the Rally Committee gets wacky requests every year. But Kirby's was original: Although he doesn't have his own boat and would not be sailing south with the fleet, he wanted to pay the full entry fee just for the privilege of attending the San Diego Party, and collecting all the giveaway goodies. He'll also fly down to Cabo to attend the beach party and awards party. A veteran of last year's event, he apparently just needs an injection of Ha-Ha energy.

In response, the Rally Committee was quoted as saying, "Ah... Well... if that's what you really want to do. What the heck, we'll take your money."

Double Duty — Coronado 27 Steve McLean, San Francisco

Sensing that the Ha-Ha Rally Commit-



Newlyweds Ian and Joelle of 'Hydra' are setting off on an extended honeymoon.

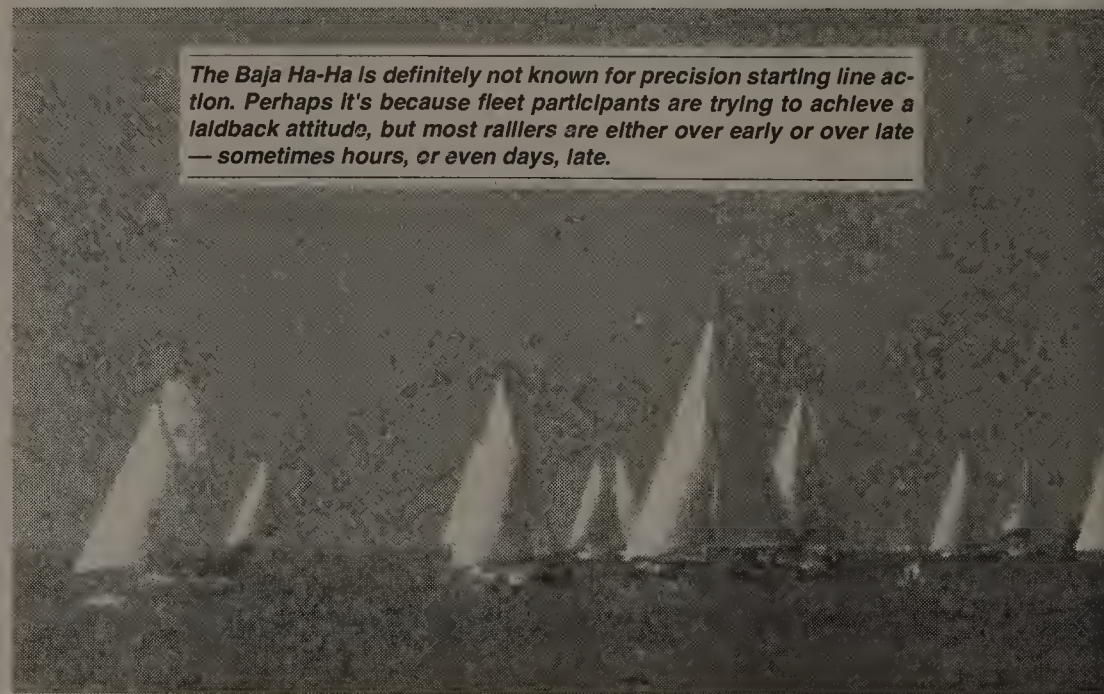
held some weight, as Steve and crewman Christian Dougherty wrangled their way in as the 159th entry. Rich and Barbara of *Lyra* will no doubt be happy to hear this, as theirs was the only other 27-footer in the fleet.

"Quit the job and go," says Steve, a self-described "computer guy." As he says, "It's time to stop reading *Latitude 38* and start living it." We applaud his attitude and his

realization that you don't need a half-million-dollar boat to Ha-Ha.

El Gitano — Westsail 32 Bruce & Sarah Durrant, Anacortes, WA

No boat says "cruiser" like a Westsail 32. Although their advertising motto



The Baja Ha-Ha is definitely not known for precision starting line action. Perhaps it's because fleet participants are trying to achieve a laidback attitude, but most ralliers are either over early or over late — sometimes hours, or even days, late.

tee was easily corruptible, Steve got down on his knees and begged to be admitted to the fleet although the entry deadline had passed. Addressing the Grand Poobah as "most exalted one" apparently

might well be "built for comfort, not for speed," many a wide-eyed sailor has cruised the world's oceans in one of these tough little (Colin Archer-designed) boats.

Both being "burnt-out computer pro-



Former submariner Nick Sclarro of 'Eclipse' might be a contender for the 'Big Fish Award.'

By the number of folks bailing out for points south this year, you'd think there was something *wrong* with the workaday lifestyle that most of us endure. Imagine giving up the modern traditions of 12-hour workdays, smog-choked freeway commutes and strip mall shopping sprees just to wallow in the unspoiled emptiness of the Sea of Cortez, catching fish for your dinner and watching shooting stars blast through the heavens for your nightly entertainment. Hmmm... Maybe these folks aren't so crazy after all.

In any case, in this third and final installment we introduce you to the remain-

Bruce and Sarah of 'El Gitano' are ready for wild times in the tropics.



— CRUISIN' TO THE CAPE

professionals" Bruce and Sarah recently decided they were "tired of viewing the world through a computer screen." As they put it, "It's high time to get out of Dodge." In doing so, they'll be bringing *El Gitano* back to the cruising grounds where she sailed in years past under a previous owner. After a second honeymoon in Puerto Vallarta, they plan to head out across the South Pacific, roughly following Sarah's dad's trek West with the Second Marine Division during WWII. They don't plan to return to 'Dodge' before 2002.

Eclipse — Tayana 42

Nick Sciarro & Jim Barber, San Diego

Although Nick probably doesn't yet think of himself as a great sailor, both he and his buddy Jim have spent a great deal of time on — and under — the water. Twenty years ago, Nick completed a 10-year stint in Navy submarines and apparently turned his nautical bent toward sailing. Over the years, he worked his way up from an 18-footer to this sleek Tayana 42, which he bought four years ago. "I've been looking forward to this cruise for a long time," confides Nick.

Jim wears the title of navigator aboard *Eclipse*. He, too, has been sailing since the '60s. And, like Nick, has taken many courses to upgrade his skills; Jim obtained his first Coast Guard Captain's Li-

Hydra — Ericson Independence 31

Iain & Joellie Buchan, San Diego

"Cruising has been Iain's dream for 8 years and now we're going during our first year of marriage," says Joellie. Apparently having her along as willing crew was the



special catalyst he needed.

After the Ha-Ha Iain, a structural engineer, and Joellie, a school teacher, plan to continue south to Zihuatenejo for Christmas and New Years, then perhaps on to Costa Rica before heading north again. Being among the youngest owners in this year's fleet — both are only 31 — we assume they'll have to re-enter the working world eventually.

La Reina y Yo — Little Harbor 51

Dick & Bobbi Lewis, San Diego

Although not fully retired from Gran-

Frivelosity, but this year they've upgraded to an even more luxurious 51-footer — she's got three air conditioners!

We're told Roberta likes her creature comforts. In fact, she's been called the "queen of comfort," which explains the boat's name, 'La Reina' being Spanish for queen. She and Dick have been sailing comfortable boats together in the

Is it Bob and Carol and Ted and Alice? No, Dick and Bobbi and Ray of 'La Reina y Yo'.

Monterey Bay area for the past 15 years. Then last year they took the plunge into the cruising life.

The Lewises will be joined on the Ha-Ha by their good friends Ray and Terri Hawkins. "But how will we get these gypsies out of the palace after we get to Cabo?" asks Bobbi.

Mary Frances — Passport 40

Matt, Matty & Gene, San Diego

Talk about varying from the norm, the



cense in '94 and upgraded it this year to 100-ton status. He's also done a great deal of singlehanding. If you were to lose your sense of direction on the trip south, we'd suggest following these guys.

ite Construction, Dick's current plan is to "work less and sail more." Hence, he and Roberta are embarking on their second Ha-Ha. Last year they conquered the Baja aboard their cozy Norseman 447

crew of *Mary Frances* are definitely not your typical Ha-Ha crew who wait 'til retirement to cast off the docklines — and we applaud them for it. Matt Sponer, who, at 23, is the boat's owner, explains that

BAJA HA-HA VI PREVIEW, PT. III

he was a "computer nerd" who made the right moves, got the big bonus and cashed out to buy this boat. His college-days buddy Matty Poulton, also 23, shares his dream of exploring the less-traveled parts of the South Pacific, like Pitcairn, Mangareva and Easter Island, then perhaps continuing around the world.

Along the way Matty hopes to make

to spend two years in Mexico, then move on to Costa Rica, Panama and the Caribbean. Well prepared for the cruising life, this expansive tri will be carrying such essentials as a Klepper kayak, sailboards, skulling oars and. . . a chainsaw?

Po'oino — Ericson 32 Jerry McGraw & Kathy Hewitt, Newport Beach

Baja Ha-Ha'ers come from all walks of life. In past years we've seen doctors, lawyers, boat bums, race car drivers, school teachers, musicians, computer nerds, you name it. But we can't recall ever seeing a deputy sheriff harbor patrolman like Jerry. Don't panic, though, he's retired, and with a boat name like *Po'oino*, which means "hole in the head" in Tahitian, we're sure he's got

a sense of humor.

From their application it looks like it might have been Kathy that got Jerry into sailing three years ago — she's been sailing for 15 years and holds a Coast Guard Captain's License. Both Jerry and Kathy are new to cruising, although they've both been to Ensenada before and Jerry figures he's cruised about 160,000 miles around Newport Harbor during his tenure there. Their post-Ha-Ha plan is to cruise the Sea of "C," then head for Puerto Vallarta and later to the South Pacific.

Sea Ray — custom 46-footer John Yeamans & Candace Paris

John claims he "invented the Y2K problem" and is "leaving the country prior



With 100,000 sailing miles under his belt, Tony Clarke of 'Second Life' has a few tales to tell.

to litigation." Candace, by contrast, is a CPA.

This 1973 racer/cruiser is one of the most unique boats in the fleet. Built of aluminium, she's proved her seaworthiness under former owners during voyages in the North and South Pacific as well as in the Caribbean. John bought her two years ago. He and Candace haven't divulged much about their future plans, except to say they're "going cruising." Period.

Second Life — Ocean 71 Tony Clarke, Sausalito

We're thrilled to see the name *Second Life* on this year's entry roster. She's a well-known Bay Area charter yacht, whose owner, Tony Clarke, is itching to get out on the ocean again after hosting more daysails than he can count during his six-year stint on the Bay.

Raised in the Long Island Sound area and a former resident of Hawaii, Tony's sailing resume is a mile long, and in addition to his work as a charter skipper, it covers a wide variety of maritime job titles: Navy assault boat coxwain; merchant mariner on supply runs to Vietnam; Caribbean trading schooner cap'n; abalone diver; tug boat operator and more.

At this writing his final crew list is still



Who needs a 'gold-plater' yacht to go cruising? Not the Caniffs, their plywood hull is just fine.

documentaries, as he's done in the past. While they have no computer to edit their footage, they have set up a darkroom in the head. And if you think that sounds cramped, they've got mountain bikes stored in the shower. The third *hombre* in this band of rogues is 62-year-old Gene Kiernan, who is said to have boundless energy, is a great cook and "has a special talent for getting into weird situations." He's certainly found one here, but we'll bet you'll be reading about the far flung exploits of this trio in *Changes in Latitudes* one day soon.

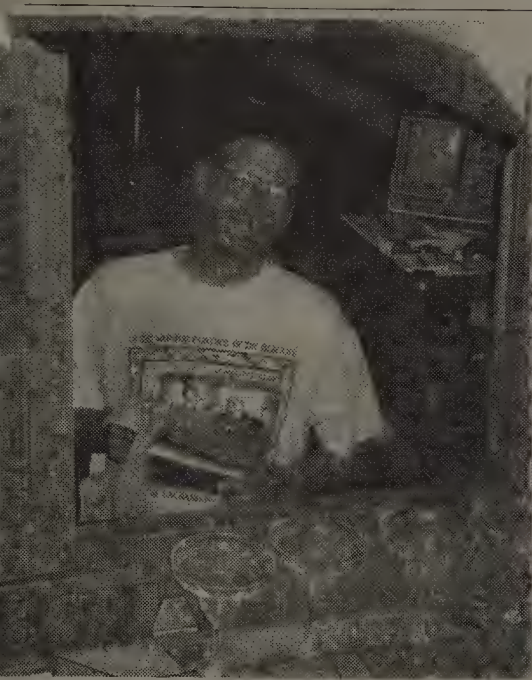
Perpetua — 40-ft Piver trimaran The Canniff Family, Portland

"Our yacht club calls *Perpetua* 'the flight deck'," says Pat Canniff, "but although she's 35 years old, she's still in great shape." Pat bought her 24 years ago, his first and only boat. Prior to that, though, she completed a circuit from Oregon to New Zealand and back.

We have no idea how much it originally cost to build this plywood-hulled classic, but the Canniffs (and the previous owners) have certainly gotten their money's worth from their investment — Pat and Susan have lived aboard for 17 and 12 years respectively. We assume 17-year-old Pat Jr., who'll also be along on the Ha-Ha, has spent most, if not all, of his life aboard as well.

Both data processing aces, Pat and Susan hope they never have to go back to that sedentary vocation, planning instead





So, Terry, what is the 'Secret O' Life' anyway? Knowing how to make the perfect margarita?

being sorted out, but two notable members are Tony's longtime ladyfriend Kathleen Hanna, herself an accomplished ocean sailor and his mom Viontia Clarke, *Second Life's* official "spiritual advisor." At 87, she may well be the most senior senior citizen to ever appear on a Ha-Ha crew list. You go girl!

Second Wind — Morgan 44

Ken & Lynn Swanson, Incline Village

It doesn't take a genius to understand the implication of this boat's name. Ken and Lynn have retired and — like so many others — they're setting sail in midlife to pursue a radically different lifestyle. As they point out, "What a great way to start our retirement!" Ken leaves a career as a contractor.

With any luck at all you're bound to see whales and dolphins on the trip south. And if you're really lucky, you might see a school of jumpers like this one, sighted off Cabo Falso.

Having been based at Lake Tahoe, you might say they're trading one paradise for another, but then, anything can get old after a while. As for post-Ha-Ha plans, Ken and Lynn are keeping things loose. After winter in the Sea of "C", they're just going to see what feels right.

Second Wind's able crew will also include two-time Ha-Ha vets Seth and Bev Bailey ('95 and '97). Seth, who's also raced in at least one Pacific Cup, will serve as official navigator as far as the Cape.

Secret O' Life — Union 36

Terry Bingham, Bainbridge Island, WA

We don't know if Terry is setting off on this open-ended cruise because he *knows* the 'secret of life' or because he's in pursuit of it, but in either case, he's probably headed in the right direction.

Having learned to sail in San Diego as a kid, he started out in Sabots, then Penguins, then Blue Jays. But 35 years later, after his life took him on many tangents, he "saw the light" in '94 and bought this former Bay Area boat (then called *Molly Maquire*), moved aboard and started dreaming about serious cruising. Although he'll have ladyfriend Tammy Woodmansee aboard on the Ha-Ha, Terry plans to go it alone after the Ha-Ha, first singlehanded the Sea of Cortez for six months, then over to Hawaii and. . . who knows?

Senjero — Contest 48

Neil Williamson, Sausalito

"You're only young once, but you can be immature forever," says Neil, an ex-marketing manager for a Fortune 500 company.

Just launched last May, *Senjero* is probably the newest — and one of the sleekest — boats in this year's fleet. Neil had her shipped from Holland to Vancouver last summer and braved the coastal run to the Bay as his shakedown cruise. While *Senjero* would make a wonderful world cruiser, for the time being Neil's plans only call for spending a season in Mexico before heading homeward. Rich Horner will join him on the trip south as will several others who have yet to be announced.

Sequester — 52-ft Custom Trawler **Douglas Carlton, Bodega Bay**

If America's diversity makes her a



"Sure, 'Sequester' is a trawler," says Doug, "but, hey, she's got two masts!"

stronger nation, then inclusion of powerboats can only strengthen the Ha-Ha fleet. Right? Besides, if you got into trouble, it might be nice to know Douglas and his beefy 52-ft trawler were along for a possible assist. Not only was his boat designed for rugged offshore conditions, but Doug himself is a pretty handy guy, have recently retired from a career as a jet mechanic.

After a substantial search, he found *Sequester* in British Columbia a few months ago and knew she was the boat

He "invented the Y2K problem" and is "leaving the country prior to litigation."

to take him on an extended cruise to Mexico and beyond. Glancing at Douglas' gear list, we see that one advantage of choosing this roomy trawler is having plenty of space for

'necessities' like his washer/dryer, ice maker, blender and two Sea-Doos. Helping with blender chores will be Douglas' son David.

Serenade — Morgan 382

Wayne Debord, Seattle

Wayne says one of his aims in doing the Ha-Ha is to "get to a place where no one will notice when all the computers stop working." Hearing those words from a computer contractor like Wayne, who is specifically working on the Y2K problem, perhaps we should all follow his lead.

Previous to his present incarnation as a computer guy, Wayne spent much of his adult life on the water, first as a Coast Guardsman, then as a NOAA researcher. But he's not afraid to admit his failings during the early days of his sailing career: "Once I got the 'Mud Hen of the Month' award for steering my boat into the dock while standing on the bow with a bucket of water, attempting to soak my friends." Nowadays, having endured several coastal deliveries and a stint of commercial fishing on the Oregon coast, we

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assume he's learned a thing or two.

Filling out the crew will be Jim Jaqua, Donna Beaux, and Dave and Lynne Leng.

Serendipity — Cascade 42 Douglas Covert, Portland

The most interesting thing about his boat? "Well," says Doug, "it's paid for." His third boat, he's owned her for three years.

Doug, an electrical engineer, has never cruised to Mexico before, but he's no stranger to coastal sailing, having completed a 1,200-mile trip from Long Beach to Orcas Island, Washington.

So far, post Ha-Ha plans are undetermined — depends which way the wind blows. Charles Mueller will be along for the ride to the Cape along with several others who've yet to be named.

She Wolf — Tayana 42

Rick Greene & Marsha Stone, Alameda

Here's living proof that *Latitude 38's* Crew List really works. "Rick and I met through a crew list for daysailing," recalls Marsha. "We sold his boat, bought the Tayana specifically for cruising, put together a project plan, and executed it over the course of two years!"

They approached the preparation process with far more organization than most cruisers do. And since Rick is good with all things mechanical, Marsha took it upon herself to become *She Wolf's* electrical guru — not Rick's forte. Since then, she's overseen the installation or upgrade of nav and communications systems, as well as a watermaker, dive compressor, refrigerator and an A/C unit for the aft stateroom "as a getaway when it gets unbearably hot."

"If we get to the point where we need to make some extra money," says Marsha, "I need only put up a sign in the rigging which says: 'For Sale: Fresh Water, Compressed Air, and Cool Sex'. That air-conditioned cabin should rent for a premium in the Sea of Cortez in August!"

Ha-Ha vet and longtime Ha-Ha sponsor Marilee Schaffer (of Waypoint Marine) will crew to the Cape.

Shoshin — Hans Christian 37

John Branningan, Modesto

John, who started sailing 30 years ago, tells us this sturdy double-ender is his first heavy displacement boat: "She sometimes sails backwards," he confides.

We don't know much about this guy, but we do know he's got a spirited sense



Why are Phil and Shirley smiling? Perhaps because they know what 'Skookum' really means.

and I'll probably have to have extra sessions with my shrink because of having to write a bio for the Rally Committee."

He continues: "I have plenty of sailing experience and I really don't think you should pay any attention to the rumor that I took out the dock at the Stockton Sailing Club!" At the time of his application, John was still trying to find a few folks as wacky as he is to round out his crew.

Sinti — Scanmar 35

John Rak, San Diego

Talk about self-deprecating, John Rak's motto is: "Look sharp and be dull." But we have a feeling he's not very dull at all. In fact, we have a gut feeling that the Sinti crew, which includes Joseph Rodgers, Michael Orr and Marvin Elson, will be among the more spirited *compadres* this year.

John's been sailing for three decades. Among his nautical accomplishments, he skippered a charter from California to Hawaii, as did his first mate, Joseph Rodgers, who makes his living as a marine surveyor in Santa Cruz.

Skookum — O'Day 37

Phil & Shirley Coney, Livermore

"Born and raised in Alameda with a boat ramp to the Bay in my back yard, it was a given that at age twelve I would use my paper route money to buy my first sailboat," Phil recalls. He soon developed a love of singlehanding, and over the years he soloed to Alaska, Mexico and Hawaii. Then along came Shirley, and his singlehanding days were over.

"We spent two great summers sailing in Desolation Sound and the San Juans," he says. And they've been together ever since. Their cruising plans are open-ended and, as they say, their "expecta-

of humor and doesn't mind being the butt of his own jokes: "I can't think of one interesting thing to say about myself,

tions are commensurate with our boat's name." Our Random House Dictionary says it's a Chinook Indian term meaning "excellent or first-rate."

SOCI — Nautical 39

Morris & Elizabeth Raiman, Berkeley

It seems there's an acronym for just about everything these days, but Morris and Liz have invented a new one: SOCI stands for "Spending Our Children's Inheritance." They haven't revealed their future plans, but then leaving 'no forwarding address' is consistent with this off-beat acronym.

Both Morris and Liz began sailing 15 years ago, and during that time they've done a lot of chartering in the Caribbean and some cruises along the coast, but this will be their first big voyage. Their boat, however, has some serious sea miles under her keel. She was launched in Florida, taken through the Canal, then out to the South Pacific where she was based in Tahiti. The Raimans bought her after she returned to the Bay several years ago.

Solstice — Freya 39

Jim & Eleanor Hancock, Alameda

"Eleanor and I are sailors, just sailors," says Jim. Having bailed out from the rat race at an early age — he was a software engineer and she was a loan administrator — being a sailor is the only title, vocation or avocation they need anymore. After a lifetime of dreaming about long-distance cruising and five years of preparations, they're off to points south, with plans to eventually cross the Pacific.



A long-savored dream is coming true for Jim and Eleanor of 'Solstice'.

they got into the racing scene at South Beach Harbor and eventually made passages in the Gulf of Mexico, along the West Coast and helped bring a Santa Cruz 50 back from Hawaii after the Pacific Cup. Additional crew are TBA.

Sonrisa — Island Packet 40

Jack & Brenda Blanton, Alameda

Jack and Brenda consider their par

"Sailing has always been a part of our relationship," they say. After completing their Bareboat Charter certification, they chartered in the Caribbean. Afterwards

— CRUISIN' TO THE CAPE



Meet the superstars of 'Sun Star', Anne, Ray and their buddy, Lee.

note, "but we'll enjoy the same views."

Both only in their mid-forties, they think of this as a brief sabbatical rather than a retirement cruise. Son Brian, 14, and daughter Nicole, 12, will be along for the big adventure, as will Dan's dad Hollis, a semiretired judge and former naval officer, whose previous trips down the Baja have been in a Cal 24 and a Cal 25. After a spin through the tropics the Best clan plan to truck their proud 30-footer back to reality.

Sun Star — Beneteau Oceanis 350 Ray Brown & Anne Thompson Lake Oswego, OR

"Let's hurry up and get there so we can relax," says Ray. Born with saltwater in his veins, Ray began sailing at the age of 10. Living as he did at the water's edge in Florida, he spent untold hours messing about in a variety of sailboats. Soon after moving to Oregon as an adult, he bought a trailer-sailer and began exploring the Northwest's myriad lakes and waterways. He upgraded to this Beneteau 35 five years ago.

hasn't retreated farther south than Puerto Vallarta. Aboard one of seven Hans Christians in the fleet, they'll be cruisin' in style and comfort.

Still Clueless — Catalina 30 Daniel Best and family, Healdsburg

Ya gotta love this name: *Still Clueless*. No doubt we can all relate to that one. The more we know, the more we know how little we know, right?

Anyway, at least Dan and his wife Kathryn Shieck know that going cruising isn't about prestige, it's about getting out there doing it: "Ours won't be the biggest or most expensive boat in the Rally," they

ticipation in the Ha-Ha to be "a reward for 27 years of hard work." He as a construction project engineer, and she as an office manager.

The most interesting thing about their entry, they say, is "that there's still a fraction of our waterline showing," what with several tons of cruising gear crammed into every nook and cranny. They'll use the Ha-Ha as the kickoff for a two-year sabbatical, during which they hope to cruise Central America, transit the Canal and explore the Caribbean. Richard and Kandi Inman will be along as crew at least until Cabo San Lucas.

Spiritress — Hans Christian 38T Gary & Peggy Jensen, Fremont

With their decision to join the Baja Ha-Ha, Gary and Peggy have adopted a new philosophy: "Winters are optional." They left the Bay Area last year for the 'sunny skies' of Southern California, but were disappointed to find the temperatures were exactly as advertised.

So now, they're taking a deeper plunge. "We're off to see the Wonderful Wizard of Warmth and Sunshine, who presumably

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|--------|---|
| Nov 4 | Radios and Stuff: SSB, Ham & email — Steve Marks |
| Nov 5 | Cruising the Sea of Cortez — Gerry Cunningham |
| Nov 6 | Downwind Marine's Cruising Trade Fair — Product demos, technical info and raffle prizes from PowerSurvivor, Magellan, Switlik, Force 10, Bellingham Charts, Lifeline Batteries, Cruising Charts and more. 10 am to 4 pm at Downwind Marine. |
| Nov 7 | Downwind Marine's Cruising Kick-Off Party — We do burgers & hot dogs, you bring a side dish to share. 12 to 4 pm at the beach next to Shelter Island launch ramp. |
| Nov 9 | Key West to San Diego via Cuba and Panama — CF Koehler and crew |
| Nov 11 | Abandon Ship: Let's Not — Bruce Brown |
| Nov 12 | Around the World in 80 Plus Minutes (Including favorite Mexican anchorages) — Jim O'Connell, photographer & circumnavigator |
| Nov 16 | Batteries: Flooded, Gel and AGM — Mike Kimble |
| Nov 18 | Marine Weather — Dan Brown |
| Nov 19 | Making and Staying Friends with Your Engine — C.F. Koehler |
| Nov 23 | Cruising the Net: Internet Resources of Interest to Cruisers — David Bond |
| Nov 24 | Energy Management: Everything You Need to Know — Mike Symons |

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BAJA HA-HA VI PREVIEW, PT. III

Somewhere along the way Ray met Anne, who began filling his head with tales of cruising in Mexico with the pre-Ha-Ha class of '89 (then called the *Some Like It Hot Rally*). This year, when they found themselves with a six-month window for a possible getaway, they put their rather unconventional plan in motion: to trailer *Sun Star* to San Diego, do the Ha-Ha plus six months of exploring, then truck her home again.

Lee Hoffman, a good friend, will crew as far as Puerto Vallarta.

Sunchaser II — Golden Hind

Jerry & Jan Tankersley, Henderson, NV

We've heard a lot of rationales for joining the Ha-Ha, but Jerry and Jan's is unique: "It's better than drying up in the desert," they surmise.

"We've been sailing together for 45 years," they say in all seriousness. "We have the blessings of our four daughters, but our parents — all of whom are in their 90s — are not sure of our sanity."

This will be their third cruise in Mexican waters, but this time they plan to continue south, to the Canal, then into the Caribbean and perhaps up the Inter-



For Jan and Jerry of 'Sunchaser II', it's high time to desert the desert.

coastal Waterway.

Sundancer — Catalina 42

Bob & Toni Dorman, Escondido

The personnel in every Ha-Ha fleet is a bit different, of course. And one thing that will probably distinguish this year's mob is the number of musicians, Bob being one of them. "He loves to entertain," says Toni, and we're told he has a repertoire of over 300 songs.

Just as Toni and Bob share similar professions in the marketing of medical diagnostic equipment, they also share a

longtime love of sailing — she learned at age 12 in Palm Beach, Florida. They've (coastal) cruised and raced extensively and have chartered boats all over the Caribbean. Now, however, they're eager to plant their anchor in the soft sands of ol' Mexico. "Somewhere in the Sea of Cortez" will be their address until the end of the winter, when they'll either truck her north from San Carlos or leave her on the hard, then return for more fun in the sun next fall. Longtime sailing mate Marvin Wyman will crew to the Cape.

Surf Ride — Valiant 42

Richard Bernard, Cardiff

"It's amazing how many places a new boat can leak, and how much it can cost to fix everything," says Richard. He bought this Bob Perry-designed cruiser brand new two years ago — his sixth boat. A true watersports-kind-a-guy, Richard has been sailing for some 30 years and makes his living as co-owner of a surf and snowboard shop. His sailing resume includes passages from San Francisco to Hawaii and St. Croix, USVI, to Panama.

We don't know anything about Richard's brother Bill, who'll be along as

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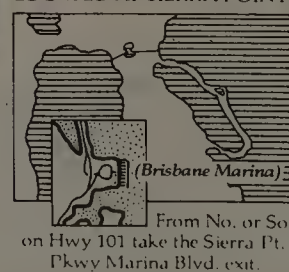


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crew, but if we had to guess, we'd say he's most likely a watersports-kind-a-guy too. After the Rally, their plans are wide open.

Sweet Thing — HC Christina 43
Rob Ladner & Mary Mayer,
Los Altos

It's going to be an early Christmas for Rob and Mary. At least that's how it feels to be finally getting underway after all the money and hard work of putting the boat together — "The Rally is like a Christmas and New Year's Party for three weeks," note the retired Silicon Valley sales and marketing couple.

Rob learned sailing as a kid growing up in Biloxi, Mississippi. He, Mary and *Sweet Thing* have done a lot of sailing in the five years they've been together out west. Crewing on the trip down are friends Mark and Linda Melson.

Synergy — Westsail 43
Richard Williamson, San Diego

Should the Rally Committee give *Synergy* a break on their handicap? Among the items Richard lists to inspire them to do so are: a generator, TV, 22 bags of old clothes for the Mexican people, a very lazy



Meet Guitar Bob and Marvin, longtime sailing pals from 'Sundancer'.

skipper, 150 lbs of dog food, 4 anchors and a guitar-playing crewmember. Hmmm. The charity clothes certainly make a good impression, but let's see how good that guitar player is.

Richard, now 67, may hold the fleet record for number of years of sailing experience, as he learned the ropes at the tender age of eight — 59 years ago. He has a circumnavigation under his belt and is a '97 Ha-Ha veteran. Richard has lost track of exactly how many boats he's owned, but there have been plenty of

them. He bought *Synergy* 10 years ago. She's proven her seakindliness during thousands of miles of voyaging including a trans-Pacific passage and a transit from Alaska to San Diego.

Joining Richard on the trip south will be Jim Farnsworth, Rob Kitson and Raymond Urnellas (the guitarman).

Taiga — Morgan 38-2
Jack & Sherri Hayden, Lake
Minchumina, AK

How's this for romantic? "Sherri and I met in a gravel pit in Eagle River, Alaska, in 1976. I invited her to fly with me to my gold mine in western Alaska for the Bicentennial Fourth of July." Now that's an original pick-up line.

And yes, you guessed it, one thing led to another and they soon became a gold-mining duo, with Jack doubling as an air taxi pilot. After selling their stake in 1980, they bought some land in the wilderness and built a nature lodge where they raised a son and daughter — Katie, 9, will accompany them on the Ha-Ha — and hosted paying guests.

When Jack and Sherri cruised the Baja by poweryacht with Jack's brother in '92

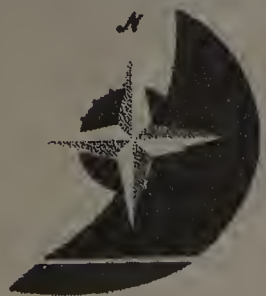
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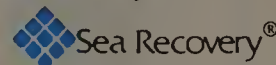
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it planted the seed for a redo under sail. After a bit of Mexican exploration their best-of-both-worlds plan is to leave *Taiga* on the hard in Mexico and return every year from October to January. We like it. Oh, and if you ever wanted to learn about dogsled racing, these are the folks to see. Every winter they lead mushing expeditions to the base of Mt. McKinley in the Denali National Park, and Jack has run the 1,000-mile Yukon Quest dogsled race twice. Really, we're not making this up.

Taka Ko, Panda 40

Reinhard & Brita Westphal, La Jolla

"When we immigrated from Germany in 1978, we squeezed three kids and a couple of suitcases into a carpeted van and toured the U.S. from coast to coast for 3 months," recalls Reinhard. They liked San Diego so much they decided to settle there.

Soon they found "the most expensive way to live uncomfortably" by buying a salty old schooner which Brita promised never to set foot on. Four years ago, however, they upgraded substantially to this beautiful Panda 40. Having found her in Seattle, they accidentally fell in love with



A new puppy brings a sweet Alaskan smile from Katie of 'Taiga'.

the Pacific Northwest and stayed for four years.

This promises to be their 'Pacific year', however, as they plan to take a hard right from the Mexican coast sometime next spring.

Tango — Beneteau 40CC

Howard Raphael, Sausalito

Since buying *Tango* 18 months ago, Howard, a high tech CEO, has really put

some miles on her. In addition to several coastal trips, he and his son Darren, 23, raced her to Hawaii in the TransPac's cruising class, taking fourth in class.

Hopefully they won't be intent on winning the Ha-Ha, though. As the Rally Committee always says, "the prizes ain't worth it."

Father and son have also cruised in the Med, the BVI and elsewhere in the U.S. Their post-Rally plans are to cruise the Sea of Cortez, then eventually bash their way home again.

Tapatai — Ericson 46

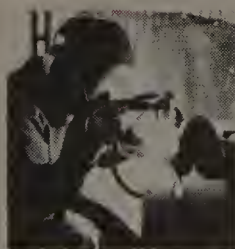
Michael & Sallie Arndt, Exeter, CA

Wow! Here's another unbelievably romantic tale: "We met in the '70s in Saudi Arabia while riding horses in the desert." The sailing connection came shortly thereafter when they took their honeymoon on a Caribbean bareboat, which "started our passion for cruising."

They lived and worked in Europe, the Near East and South America before settling in the Central Valley. From there they spent five years 'commuting' six hours on weekends to their boat at Channel Islands Harbor, in order to enjoy a bit of the sail-

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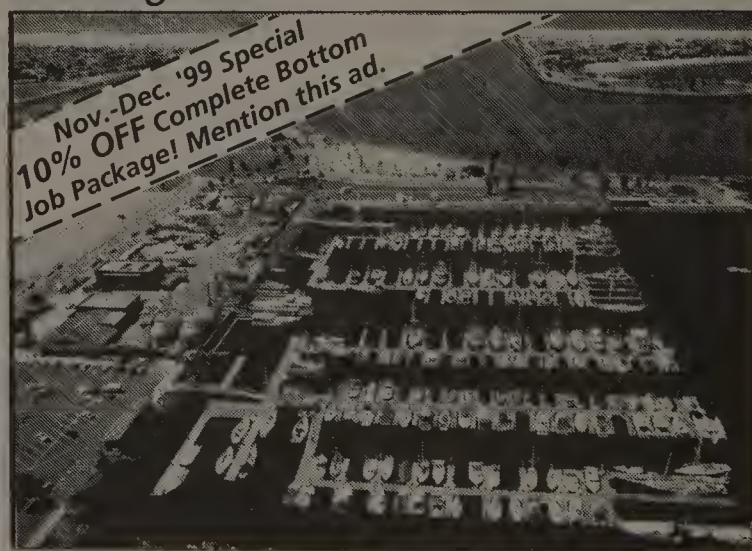
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— CRUISIN' TO THE CAPE



Having visited the sleepy fishing village of Cabo many times as a young boat skipper in the '60s, he's in for big shock when he returns 30 years later to find the main drag lined with neon lights and franchised night clubs like Planet Hollywood. Paula, recently retired from American Airlines, met Bud while working as a boat cook, and together they've cruised extensively.

**Tauranga — Davidson 52
Marc & Teri Mendelson,
Sausalito**

"We first realized we wanted to go cruising during one of several bareboat charters in the West Indies," say Marc and Teri. But personal sailing histories go much farther back than that. In the late '70s Marc took lessons from Cass' Sailing School in Sausalito and about the same time Teri got her introduction at U.C. Santa Barbara. After graduating, she and a girlfriend signed on for a passage from New Zealand to New Caledonia — in the days before GPS and weatherfax — which

"Well, is t-h-l-s boat comfortable enough, honey?" says Reinhard of 'Taka Ko'.

that they've only been married three years, we're guessing this trip is meant to be something like an extended second honeymoon.

Rounding out the crew are two extremely experienced voyagers, Bud and Paula Taplin. Known as the Westsail guru, Bud has been designing and building sailboats for 30 years, first at Westsail, then under his own shingle, at Worldcruiser.

ing life.

Now, after the typically mammoth outlay of time, energy and money, *Tapatai* and her owners are ready to go cruising, although with kids still at home and Sallie (a communications consultant) still working, it may be in spurts. Michael has retired from his career as a school superintendent.

Additional crew are son Todd, 29, ship's dentist; son Michael Jr., 21, "socializer"; son John, 16, helmsman; and friend Ray Garcia, ship's engineer. And, "most importantly", the felines, Sasha and Snowy.

Tavarua — Hardin 45

Dan & Linda Walters, Balboa

This will be the first long cruise for the Dan and Linda, although they've been sailing for 30 years and 7 years, respectively. Dan still maintains his title as CEO of a manufacturing plant, but the couple is sneaking off on a well-earned, six-month sabbatical in mananaland. Noting

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turned into a wild three-week adventure when a gale hit and drove them to Australia.

She segued that salty experience (and time spent on Aussie shrimp trawlers) into a job as Assistant Harbormaster at the the San Francisco Marina. There she met Marc in '82, who invited her out for a sail. . . and the rest is history. Having sold their home and computer products business, the Mendelsons plans are open-ended, possibly including a circumnavigation.

Ti Amo — Oyster 485

**Carl Mischka & Linda Emmons,
Newport Beach**

Carl is another Ha-Ha vet back for more abuse. He and Linda's son, Jimmy, did the '97 Rally aboard Carl's previous boat, *Tally Ho*, a Nauticat 43. After doing a lot of the laborious 'front end' work such as provisioning, Linda joined the expedition in Puerto Vallarta and cruised with Carl for the season.

Last year, when they got the cruising bug again, they searched far and wide for just the right boat and finally fell in love with on this elegant Oyster after viewing her at the London boat show. Throwing



Teri and Marc have sold the ranch and are heading off in their Kiwi ketch, 'Tauranga'.

practicality out the window, they had her refit to their needs and shipped her to Florida. There, they broke her in in local waters before shipping her to Panama, then sailed her up to SoCal. Somewhere in there Carl apparently got in a few days of work, but we're not sure how. Anyway, this cruise, like the previous Ha-Ha, will be a test-run for an open-ended life of cruising that the couple plans to begin in 2000 or 2001.

Tica — Cabo Rico 38

Will & JoAnn Gallant, Portland
From the sounds of her entry packet,

Tica is one of the best-equipped boats in fleet this year. Amenities include watermaker, scuba gear and TV/VCR. And almost every gadget aboard "comes from sailors' swap meets and homemade contraptions," says Will. "This will be a test of many of my off-the-wall ideas," he adds. "It will also test the mate's ability to pack 2 pounds into a 1-pound box."

Gallant's boating background includes having owned several lake fishing boats and three other sailboats. But to his way of thinking, this unlikely path makes as much sense as any. "This life is a test and only a test," he muses. "If it was real I would have been given instructions and told exactly what to do."

Tiger's Life — Oyster 385

Scott Oakley, Green Cove Springs, FL

There's a bit of the songwriter and a bit of the philosopher in the name of Scott's boat. Doubtless quoting some far eastern mystic, he notes, "It is better to live one year in the life of a tiger than 100 years in the life of a sheep."

In fact, there's more than a bit of the songwriter in Oakley, who makes his living as a musician. The crew of *Tiger's*



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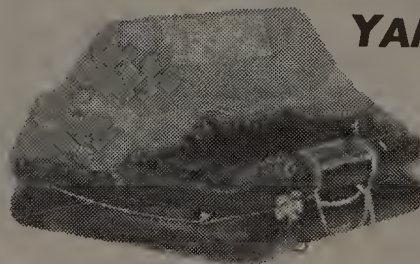
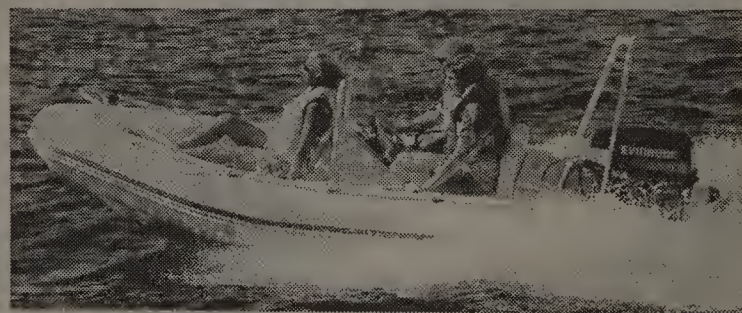
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— CRUISIN' TO THE CAPE

Life will doubtless have more than their share of buddy boats when Scott cranks up the boat's electric piano for 'jazz nights.'

Along for the ride south are Karen Taylor, and Al and Barb Lankford.

Tomahawk — Holland 41 **Verne Lawrence & Karen Owings,** **Portland**

If the name sounds familiar, you are an astute reader. A dozen years ago, *Tomahawk* was a regular denizen of IOR events around the Bay. Now she's got a new look and a new purpose: cruising in style and speed.

Verne Lawrence has put a lot of work into the old IOR battlewagon in the 8 years he's owned her, including extending the cabin, adding extra tankage and the 1,001 other jobs big and small that go into making a cruising boat safe and comfortable. Verne knows how to get the most out of the boat, too — the retired independent insurance agent has done three Hawaii races and two trips back home from the islands.

Helping pull the strings on the way to Cabo are John Cavanaugh and John



"So where are my instructions?" say Will and JoAnn of 'Tica'.

Wilberding. Verne and Karen will remain in Mexico for at least a year before hopping off to the South Pacific.

Toucan — Tanton 43 **Jack Szilasi and Judy Tillson,** **Roseville**

Toucan was all ready to 'fly south for the winter' on Ha-Ha V when medical problems brought plans to a halt. With everything now straightened out, Jack and Judy are back to complete some unfinished business — with a new twist. During a camping trip near Mulege last March, the couple became so enamored

with the place that they bought a house there. "So we're looking forward to anchoring in our 'front yard' and we invite any cruisers in the neighborhood to stop in at *Toucan's Nest* to say hi."

With a freestanding cat-ketch rig, *Toucan* is one of those well-balanced boats that reel off the miles with little or no attention to the helm. So we're not exactly sure why crew Janice Pankey and John Tannehill are coming along for, except to make the Trivial Pursuit games more exciting.

Trader — Simpson Sea Breeze 57 **Don Roberts, Green Cove Springs, FL**

"This boat has been cruising for many, many years with its previous owners, and is itching to go again," says Don, who lists his occupations as 'nuclear engineer and stock trader.' He must have done pretty well at one or the other of those pursuits — most likely the latter if the boat's name is any hint — because the Ha-Ha will provide the jumping off point for at least a 10-year circumnavigation. Oh, did we mention Don is only 29 years old. Now what kind of stock was that. . . ?

Gary Jennings, John Parker and Tanya

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BAJA HA-HA VI PREVIEW, PT. III



year-old son.

Frank notes that Matthew spent a lot of time around boats — in fact, was largely raised on a sailboat by a single parent. Yet it wasn't until he was a young adult that he showed any interest in his father's profession or sailing. Now he wants to partner up with Dad in the real estate business and can't get enough of sailing.

Unfortunately, Matt can't be aboard for the Ha-Ha, but plans to visit the boat regularly during its season in Mexico. Another significant absence will be 'first mate' Paulette Hawley, who loves the sport so much that she suffers from PMS — "Paulette Must Sail" — if away from boats for more than a week. She and Matt will join the boat in Cabo.

Until then, Frank will have plenty of able-bodied help from crew Jon Holloway, Craig Hagen and Dana Adler.

Frank and Paulette of 'Transition' are seen here practicing for paradise.

gether 19 years which, he notes, "is a real record for me. I've never had a wife, house or car for nearly that long, although goodness knows I've had more than my share of each." The only thing he's 'owned' longer or loved more dearly is Matthew, his 26-

Transition — Downeast 38

Frank Dixon, Oceanside

Frank and Transition have been to-

Traveler — Columbia 41

Jack Burt, Rancho Santa Margarita

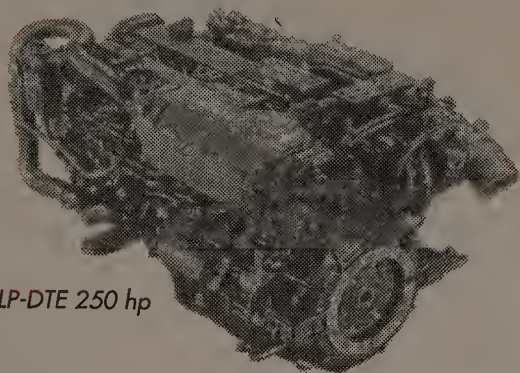
Jack has owned Traveler for 12 of the 20 years he's been sailing, so there must be something appealing about the 1972 design. Then again, one glance at the boat's sleek lines and you can tell she's

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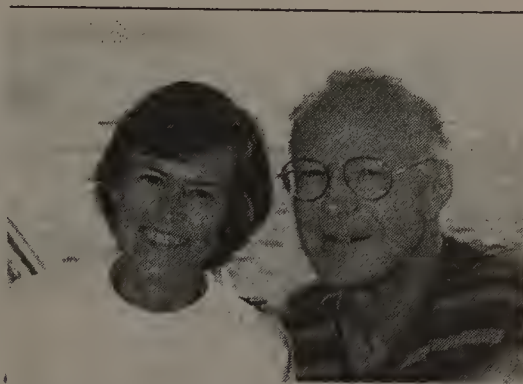
been extensively reworked, including the installation of a fixed, hardtop dodger over the center cockpit.

Unfortunately, Jack, a retired engineer, can't stick around Mexico too long this year. He'll motor back after a short stay. Along for the ride both ways are son Dan Burt and 'swabbie' Ram Ramnerace.

Triumph — Brewer 47 custom Steve and Marilyn Hunt, Lafayette

Steve and Marilyn met up at Lake Tahoe when they were 15 and 16 and their first 'date' was sailing on a little boat Steve had built. And here they are, 45 years later, still sailing together on a boat that Steve built!

Of course, there have been a few changes in the interim. Steve and Marilyn both graduated from Cal, had four kids and slowly worked their way up the boat-
ing 'ladder' with a Bear Boat, a Pearson Commander, a Columbia 36, a Mariner 36 and finally their current boat. And yes, Steve did build her from a bare hull and deck, with two helpers and 10,000 man hours. The *Triumph* was launched in 1990 and her first cruise was to the Channel Islands.



Steve and Marilyn of 'Triumph' (47) met as teenagers and went sailing on their first date.

The boat and the Hunts have since done a Pacific Cup (second boat to finish), a Pacific Milk Run and two summers cruising the Pacific Northwest. They also retired in there somewhere, he as a business owner and she as a teacher. After the Ha-Ha, they'll remain in Mexico for some leisurely exploring.

Triumph — Cross 48 trimaran Woodley Family, Nevada City

George and Trish Woodley grew up boating in the Seattle area, and were married on a sailboat in the San Juan Islands 22 years ago. Their kids, 18-year-old Amy and 14-year-old Toby, have likewise enjoyed a boating-oriented upbringing.

ing. After years of back-burner planning, their initiation into the 50-something crowd made them realize it was now or never — "One chance in a lifetime to spend a lot of time with my family," is how George, a corporate VP, put it.

The one thing new to the Woodleys is their trimaran. Bought on somewhat of a whim one afternoon in Morro Bay in 1995, they have become true converts to the multihull sailing lifestyle. "There's plenty of elbow room, room to party and room to be alone," says George.

Along for the ride south — and we're talking as far south as New Zealand — will be longtime friend and regular crew Leonard Chapman.

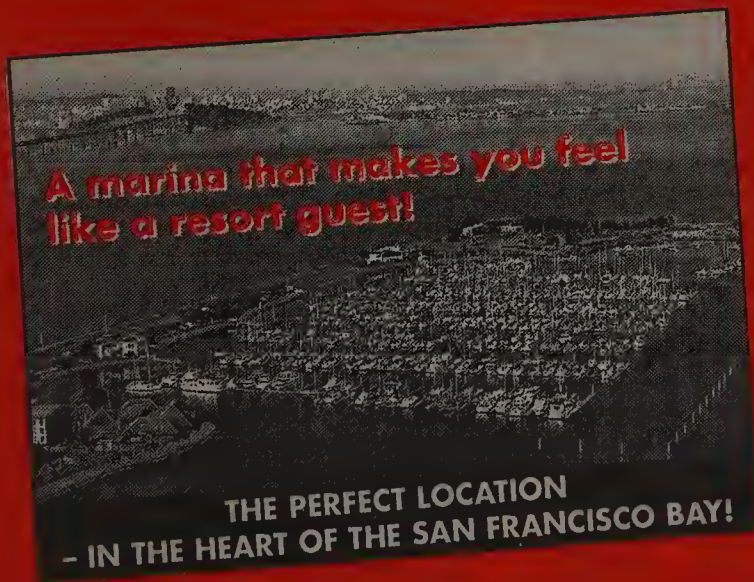
Triumph — Mariner 50 Hollis March and Paula Tielsch, Los Altos Hills

Hollis and Paula were planning to do the Ha-Ha on another boat, then "the boat I have lusted after for years came on the market." As a result, the couple have been working furiously to ready *Triumph*, which they have owned for all of one month!

Was the boat worth the wait — or the work? Before you answer, consider some

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of the stuff they're able to take along: washer/dryer, three TVs, three VCRs, 250 video movies, bathtub, two surfboards, more than 200 CDs, 600 gallons of fuel and 300 gallons of water. You gotta love those big motorsailors.

Crewing for the trip south will be Todd and Ellen Mandavil and Maggie, the ship's dog. Her main duty is notifying the closest person with a quick nip if the boat heels too much.

Hollis, who lists his profession(s) as "pawnbroker, gemologist and smart ass," and Paula, who "teaches teachers how to teach," will remain in Mexico until the summer of 2000.

Tundra Spirit — Tayana 37 Mk II

Bryan and Linda Beisanz

Eagle River, Alaska

"We have sailed while it was snowing, river rafted while it was snowing, hunted, fished and clammed while it was snowing and four-wheeled while it was snowing. We hope the Ha-Ha will be the beginning of things to do when it is *not* snowing!"

The Beisanzes got the sailing 'bug' more than 20 years ago. They had never



Maggie, the ship's mutt aboard the Mariner 50 'Triumph', keeps a sharp lookout.

sailed before, but after watching a boat sail by one day, they thought it looked like fun. They bought an O'Day 25 — which came with a one-day sailing lesson — and started taking it on little jaunts around Seward every weekend, often with their young kids aboard. In this case, 'every weekend' included a 187-mile drive from Eagle River — each way! Geez Louise, if we ever have a perseverance award in the Ha-Ha, it should be named after these folks.

Ironically, when Bryan, a retired data processing manager, and Linda, a retired volunteer coordinator, sent the entry form in from San Diego, they had yet to see

any warm weather. In fact, it was so cool and foggy they had yet to see any of the beautiful California coastline! We'll just hazard a wild guess that Mexico will be a real eye opener for these folks.


Tusitala — Custom Townsend 47

John "Jack" Moseley, Dana Point

John's circuitous route of ownership of *Tusitala* is almost as interesting as the boat itself. He owned the boat 10 years ago for a year, then bought her back one year ago. The boat herself was designed by John Townsend, Jack's father-in-law, who, in addition to winning the Blue Water Cruising Award in the early '50s, was a chief designer of Howard Hughes' famous *Spruce Goose*.

But Jack can even top those stories. A doctor who grew up sailing, he has owned six boats, all wood. "Of all the wonderful memories, perhaps the fondest is delivering our first child on the boat in New Zealand. We didn't have any scales on board, so we took her to the fruit market to be weighed!"

That daughter, Tahia, now 20, will come along as crew, along with Tom Dilworth and his 16-year-old daughter,

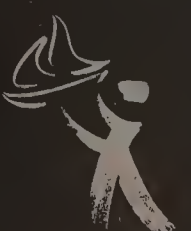


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— CRUISIN' TO THE CAPE

Molly. After the Ha-Ha, *Tusitala* will continue on to Jack's home waters of Virginia via the Panama Canal.

Utopia — Cabo Rico 45 **Peter Nasca, Pleasanton**

Peter learned to sail in his native Louisiana on a friend's Hobie 16. Later, after finishing his degree in Plant Pathology at LSU, he drifted down to the Caribbean and worked for awhile as a deckhand on a day-charter boat. When the oil business dried up in Louisiana, he moved to the Bay Area, went to work as a computer consultant and — "through a little hard work and lots of luck" — he was able to purchase the Bill Crealock-designed Cabo Rico new. Since he was working in Seattle last summer, he had the boat shipped to Anacortes and shook her down with cruises around the San Juans and down the coast to California. After the Ha-Ha, he'll head over to Florida where he'll continue working for his present company, PeopleSoft.

Aboard *Utopia* for the trip south will



John and Cynthia of 'Utopia' seem to be saying, "Ha, ha, we're going cruising!"

be David Cahak, Sheila Marron and Jim Bleakley.

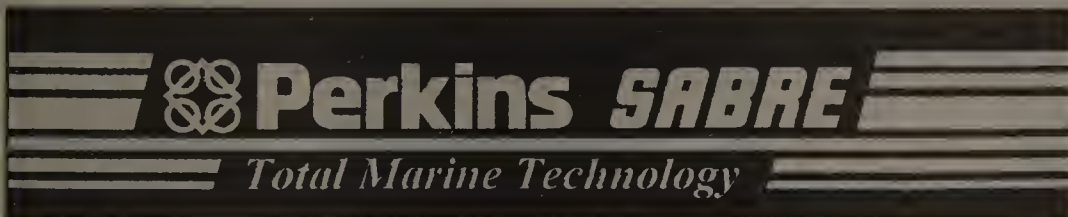
Utopia — Jeanneau Sun Fizz 38 **John & Cynthia Tindle,** **Hermosa Bch**

John and *Utopia's* crew, Fred and Barbara Cucksey, have a friendship that goes back a long way. They met shortly after college and enjoyed the '60s in Southern California together. Cynthia became part of the group in the early '80s. During the years since, they have shared many great times together exploring the Caribbean, Mediterranean and South Seas on charter boats.

John recently retired from a career as a marine manufacturer's rep, and Cynthia will retire from the teaching profession in April. After the Ha-Ha, they'll sail to PV for Christmas.

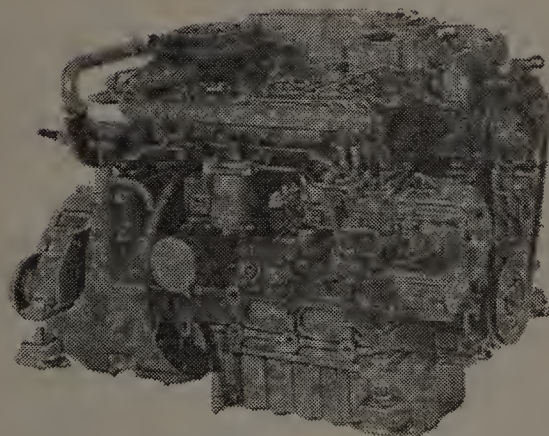
Valero — Islander 36 **Charles King, Port Hueneme**

If brevity is truly the soul of wit, then Charles is one of the more witty entries. About all he really told us about



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himself is that he's a retired engine mechanic who has been delivering yachts for 10 years to harbors as far-flung as Seward, Alaska.

Crewing aboard *Valero* for the trip down the coast will be Harley King, which we think is Charles' brother, and Don Forster. After the Rally, they'll head on down to PV.

Valiant — Valiant 42

Walt Schrick, Carson City, NV

We didn't think it was possible, but Walt was even less wordy than Charles (above). All we know about him is that he has a white boat, he's a systems programmer and he's looking forward to meeting other folks going south. Consistently, his plans are "to continue on, or go back to San Diego."

Valkyrie — Formosa 41

Steve and Susan Kingsley, Berkeley

Years ago, Steve was standing on a street corner when a guy came up and asked, "Hey, kid, you want to go sailing?" When Steve indicated he had no money, the guy said, "That's okay, the first one's always free."



You might say Renee and Bob were born under a 'Wandering Star'.

"It was all downhill from there," says Kingsley, a paper/electron pusher who has owned more boats in the years since "than I ever could have imagined."

After the rally — or as Steve puts it, "the thrill of competition, the agony of sunburn" — he and Susan are looking forward to "cruising and all the etc. we can find."

Vivace — MacGregor 65

Ron Milton, Los Altos

You don't have to be a rocket scientist

to understand anything in the Baja Ha-Ha. But if any questions come up that do require a rocket scientist, there are two of them on *Vivace*, Ron and crewman Phil Chin. (Other crew Al Ross and Larry Caskey may be aerospace guys too, but that wasn't mentioned.)

Anyway, as you can imagine, *Vivace* has more than her share of high-tech goodies aboard, including six 90-watt solar panels and 1,000 pounds of batteries. Hey, you never know when you're going to need to arc-weld a mast or something.

When they're not busy generating enough power to light up Wyoming, the retired Lockheed engineers are going to try hard to adapt from the disciplined regimen of aerospace engineering to the laid-back lifestyle of cruising. With all the available consultants aboard other boats in the Ha-Ha, and six months to cruise Mexico after the rally, we're confident they'll get the hang of it.

Wandering Star — Irwin 43, Mk III

Bob and Renee Miller, San Francisco

Bob and Renee both grew up in California. The former learned to sail on an El Toro his mom bought with grocery



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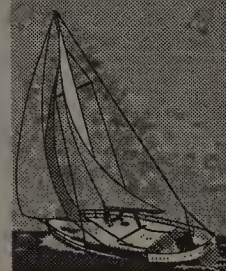


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— CRUISIN' TO THE CAPE

money, graduated into racing on a variety of boats to such places as Hawaii, and eventually got a 'real job' as a corporate CEO. After a few years of that, Bob realized he didn't want a real job, traded his wingtips for topsiders and has spent the last 8 years as part of the management of Tradewinds Sailing Center.

Renee came to Tradewinds to learn to sail, little suspecting that she would receive a marriage proposal and would soon be embarking on a new life as a full-time cruiser. They've been so busy getting the boat ready for the Ha-Ha that the wedding may have to wait until they reach Mexico.

Renee decided that if she was going to be involved with a sailor, she might as well get involved with sailing, so she talked Bob into making a lowball offer, sight-unseen, on a 1987 Irwin 37 that was being sold by a Virgin Islands charter company. They named her *Wandering Star* after a song from the musical *Paint Your Wagon* because "everybody has to love a musical starring Clint Eastwood and Lee Marvin."

In 1996, Bob did the Ha-Ha with Ted Stuart and his wife on their Irwin 38 *September Song*. When Ted was laid up with

back surgery, Bob volunteered to bring the boat home for them, setting what may

Her high tech goodies include six 90-watt solar panels and 1,000 pounds of batteries.

be a record of 15 days from Mazatlan to San Francisco. Since Ted now owes Bob big time, he has agreed to crew on *Wandering Star* for the trip to Cabo.

Wasabi — Kelly Peterson 46 Brian Randolph, Seal Beach

Brian learned about the Ha-Ha in a bar in Sari Clemente. Amazingly, he still wants to go. "I've worked very hard for 20+ years with 10-hour days to build my company (Precision Sheet Metal) — now it's time to relax and sail south." That statement alone would earn him our "Most Deserves to Go Cruising" award, if we had one.

A native Californian, Brian grew up around boats. Fishing boats, that is. At about age 18 he was growing tired of fishing with Mom and Pop when a cousin offered him a ride on a Hobie cat. Once the sailing bug took hold, he progressed through a couple of Hobies of his own, a Newport 28 and finally the current boat, *Wasabi* — "It's hot stuff!" he says.

Along as crew on the 46-footer will be son Matthew Randolph, Jane Murphy and Peter Hampson.

Whisker — Prout Snowgoose cat Dale & Fran Patterson, Danville

Dan claims his pre-retirement income came from being chairman/CEO of several small businesses. If so, he missed his real calling, that of stand-up comic. We offer as proof the following excerpt from his entry form. . .

"After my divorce in 1978, I bought and moved aboard a boat, fully intending to sail around the world. I submitted my resignation and agreed to stay on long enough to train my replacement. During that time, I met a lovely lady named Fran. To make a long story short, we were married and I ended up with two kids, two

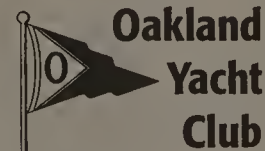
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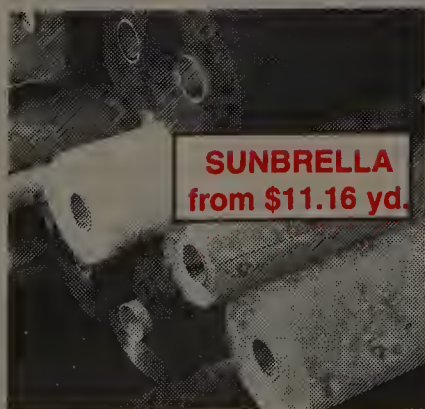
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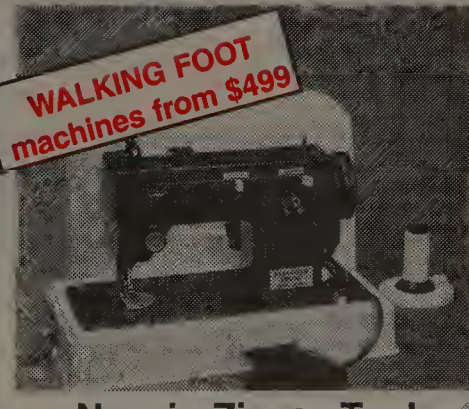


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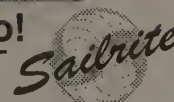


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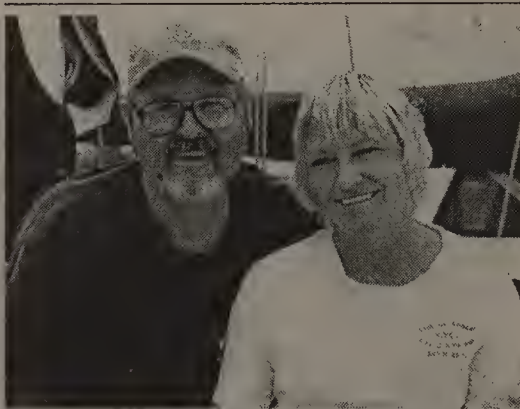
dogs, a big mortgage and a business I bought to keep the family in shoes. And, of course, I had to sell the boat.

"With encouragement from my children, we as a family agreed to buy another boat suited for family cruising. In September, 1988, a well-used Prout catamaran entered my life. After spending more money than there is in the whole world, I finally got the boat to where I wasn't ashamed of it anymore. Now only one major problem: no one wanted to go sailing.

"I announced we were going to cruise the Channel Islands. The family took a vote and everybody but me voted to go on the Baja Ha-Ha. I fully intend to pout and drink a lot of beer no matter how much fun the family is having."

Windsong — Vagabond 47
John & Karen O'Connor
Pittsburgh, PA

Karen and John first met in 1969, parted in 1970, and didn't meet again until 1993. They got married a couple of years later so they wouldn't lose track of each other again. In those 'lost years', Karen worked her way up the corporate



When Ed, of 'Windancer', took sailing lessons Linda thought it was just a 'phase'.

ladder, while John made his living running a funeral home and limo service. (After all those limousines and hearses, we'll bet John can parallel park *Windsong* like it's a Honda Civic.)

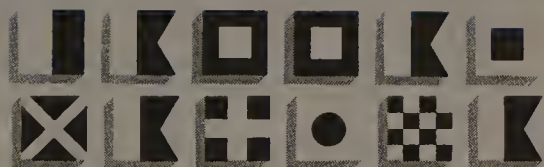
Soon after their marriage and just before their recent retirement, John and Karen decided to see the world from the deck of their own sailboat. The Ha-Ha is the first stepping stone into that new life together. And after it's over, we don't expect to see a lot of the O'Connors for a long time to come. Good for them.

Windancer — Catalina 38
Ed and Linda Pedigo, Redwood City

"My husband received a gift at his 50th birthday party that was to have a profound effect on the lives of our entire family. He'd recently enrolled at Spinnaker Sailing to try his hand at basic keelboat-ing. I saw no harm in this new interest and assumed he would soon tire of it. That was before he opened that fateful birthday gift: a copy of *Latitude*.

"He started developing a whole new vocabulary which he somehow assumed the rest of us knew. He began name-dropping boat types at social events and referred to the adventures of people in the magazine as if they were lifelong friends. Such was his obsession with being the first one to get the latest edition that he would hit West Marine several days ahead of the monthly distribution date, just in case you were ahead of schedule.

"Realizing this was more than a casual interest, I decided to take some sailing classes so I wouldn't be left out when the next Crew List came out. We went to our first boat show at Jack London Square. As I wobbled down the steps of a brand new Jeanneau 44, my world changed, too. You could live in here! From that day on, we started planning our trip around the



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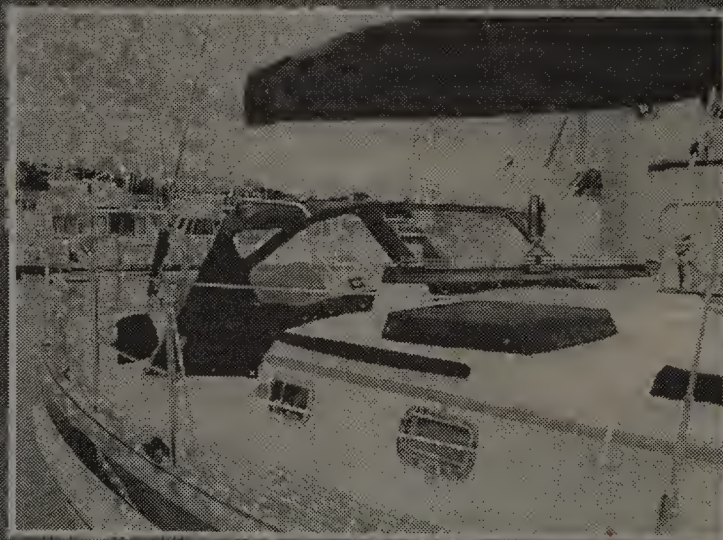
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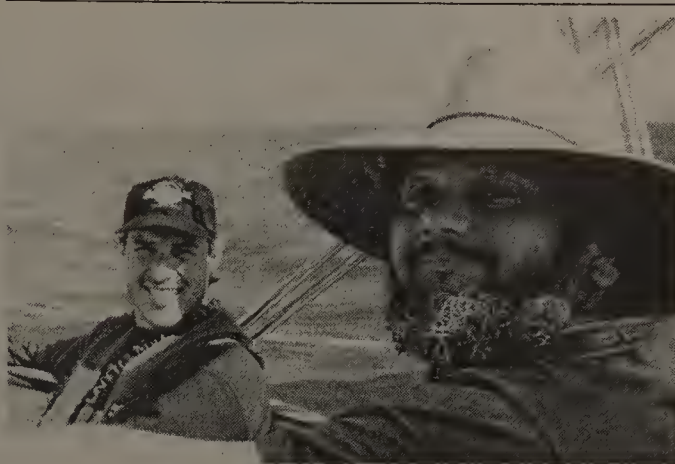
"In the eight years since, we modified 'the world' to be the Baja Ha-Ha and the 'Jeanneau 44' to be *Windancer*, our Catalina 38. We have both had a taste of Mexican cruising on separate occasions, Ed on a Santa Cruz 70 and me — I had the good fortune to spend 10 days on *Big O* from Cabo to Acapulco as the only female passenger with an all-male crew. Apparently no one mentioned this to my husband when he made my arrangements."

Windfall — Cal 39

Doug Swanson, San Diego

Currently in Ensenada, Doug is one of the few sailors who are going to have to actually come north to make the start of the Millennium Ha-Ha. But he figures he has to follow through. After all, if the Ha-Ha sounded like a good time when he first learned about it "in stall #3 of the men's room at the Lone Star Cafe in Austin, Texas," imagine how fun it will be to actually follow through on such a reliable 'tip'.

Doug's preparation has necessarily



Cap'n Bill of 'Windhover' certainly has the right hat; crewman John looks on.

been hasty (he wasn't in that men's room all that long ago). He's only owned the boat for 90 days. He did remember to retire from his position as sales director for an electronics firm. But at this writing, he has yet to sign up crew. We're not too worried. The way his luck's been running, Doug will probably arrive at the starting line with the Swedish bikini team grinding in the sheets.

Windhover — Cheoy Lee 43
Bill Coons, Cathlamet, WA

The year 2000 is going to be a busy

one for Bill and *Windhover*. After the Ha-Ha, he's pretty much going to turn right around and bash back to Ensenada for a blister job, then up to San Francisco for the Pacific Cup.

Then again, this is one sailor who probably hasn't felt bored in quite awhile. Bill and crew also did the '97 Ha-Ha, then headed down to La Paz where the mast fell over due to rigging corrosion. He remained in La Paz while a new wooden spar was built, stepped and rigged — and new sails were made — and finally took off for home in July of 1998.

What many sailors would consider a complete fiasco, Bill sees as a really positive experience, which marks him as a cruising 'natural'. "The boat sails really well with the new rig," he notes. "And I really needed to get out of another *La Niña* winter in the Pacific Northwest."

And that, folks, is it. Whew. Our typing fingers are exhausted. Guess we'd better follow the fleet south for a little *siesta*.

— latitude/aet & jr

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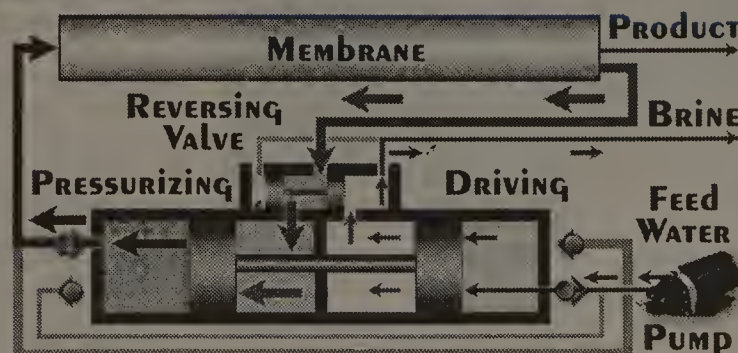
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THE RACING

With reports this month on the **Melges 24 Worlds**; Madro brings back the **San Francisco Perpetual Cup**; the action-packed **Pier 39 Fall Cup**; the wind-starved inaugural **Schock Regatta**; the **Yankee Cup**; a pair of **women's races**; RYC retains the **Wallace Cup**; local sailors win both the **IOD Worlds** and **Folkboat International Regatta**; the **Champion of Champions** gets downsized; a bunch of **Beer Can Series** results; the usual **box scores** and **race notes**; and a list of 50 more lucky people entered in next summer's Pacific Cup.

Melges 24 Worlds

In a flashback to last year's inaugural Melges 24 Worlds in England, this year's Worlds — held October 6-10 at Alamitos Bay YC — came down to a rematch between two sailmakers, defending champion Vince Brun of San Diego and Italian hero Giorgio Zuccoli. The lead flip-flopped back and forth between the two rockstars, with Brun two points behind going into the last day. Brun, along with boat partner/tactician Ben Mitchell, got the best of his rival off the starting line in both races, going on to win the series by 16 points. In addition to Brun and Mitchell, the winning crew on *Rush* was Dave Kirk and Bill Hardesty.

"Last year, I had really painful back

the good guys were there — so the level of competition was really as good as it gets. Long Beach is a nice place to sail, it was great to see all my Melges friends again."

Forty-nine boats from six countries (U.S., Canada, England, Germany, Italy and France) showed up for the mostly light air 10-race, 1-throwout series. Jeff Madrigali took the bronze, steering for Mike Wooten and Chris Collins. Fourth went to Dave Ullman, while fifth was claimed by the Bay Area duo of Michael Stone (owner) and Shawn Bennett (driver). Another Bay Area collaboration, Jessica Lord (owner) and Mark Brink (driver), ended up seventh. Class president Tom Freytag, who currently lives in Ireland, finished ninth to claim top owner/driver honors. Boatbuilder and class guru Buddy Melges was among the bigger 'names' present. The 'Wizard of Zenda' opened the regatta with a third, but fell back to earth after that to finish 20th.

Next year's third Melges 24 Worlds will be held in La Rochelle, France. Rather than go for the 'three-peat', Brun plans to sail in the Etchells Worlds, which will be held concurrently in San Diego. "I have two kids, and it will be nice to stay home," claimed Brun, a past Soling, Star and J/24 world champion with little left to prove. Brun's absence next year should come as good news to two-time Melges bridesmaid Zuccoli, who runs the Ullman loft in Italy and is a past Tornado world champ. "He's a nice guy," said Brun. "He'll be hard to beat next time."

1) Vince Brun, San Diego, 49 points; 2) Giorgio Zuccoli, Italy, 65; 3) Collins/Wooten/Madrigali, King Harbor, 77; 4) Dave Ullman, Newport Beach, 84; 5) Michael Stone/Shawn Bennett, 97; 6) Roger Peacock/David Johnson, Great Britain, 99; 7) Jessica Lord/Mark Brink, San Francisco, 101; 8) Tom Freytag, Lake Geneva, Wisconsin, 102; 9) Brian Porter, Lake Geneva, Wisconsin, 103; 10) Argyle Campbell, Newport Beach, 106; 11) Don Jesberg, San Francisco, 107; 12) V. Strosek/Alba Batzill, Germany, 120. (49 boats)

Other Bay Area participants — 18) Bob Tennant/

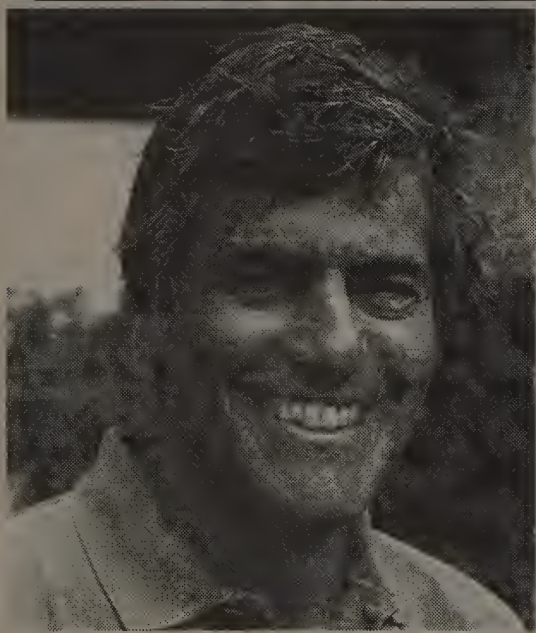


Nick Adamson; 28) Jeff Littfin; 29) David Wadbrook/Tracy Usher; 33) Doug & Kerry Forster; 43) Warren Davidson; 46) Mike Rettie; 48) Kevin Clark; 49) Michael Aldridge.

SF Perpetual Cup Comes Home

Jeff Madrigali and a group of San Francisco YC's most talented sailors recaptured the San Francisco Perpetual Cup in San Diego on October 16. This was the 92nd running of this prestigious event, the oldest continuously run challenge cup on the West Coast (since 1895). The winner-take-all match race was sailed in equalized One Design 35s in the waters off Point Loma. Winds ranged from 12 knots at the start to 'San Francisco weather' (puffs to 25) near the end.

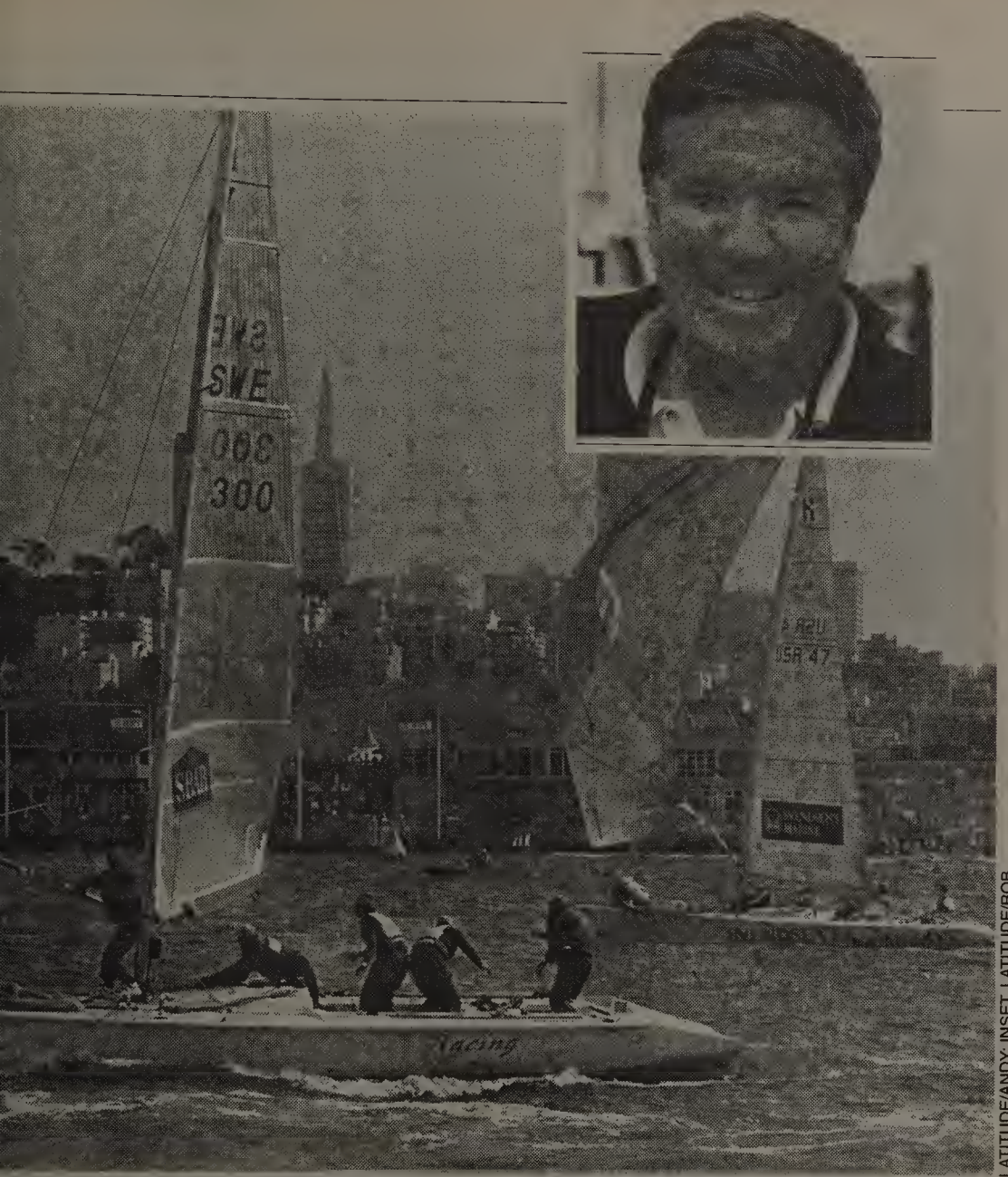
Madro and his talented team (Soling mates Craig Healy and Hartwell Jordan, Keith Stahnke, JimBob Barton, Greg Felton, and SoCal non-SFYC members Mark Sims and Don McLean) sailed *Katie's Choice*, leading the 12-mile, triple sausage race wire-to-wire. The defending San Diego YC sailed *Tabasco*, with Alex Camet acting as starting helmsman and



LATITUDE ARCHIVES

Vince Brun won the Melges 24 Worlds for the second year in a row. Next year, he's shooting for the Etchells Worlds.

problems. The crew covered for me one day, and got us through," said Brun, a 52-year-old North Sails rep who grew up in Brazil. "This year, my back was normal and everything went well. Even though there were less boats sailing, all



LATITUDE/ANDY; INSET, LATITUDE/ROB

Spread, a relatively relaxed moment during the \$10,000 Pier 39 Fall Cup. inset, winning skipper (and AmericaOne's CFO) Chris Perkins.

owner John Wylie sailing the bulk of the race. Though *Tabasco* briefly pulled up to within half a boatlength of our Bay Area squad on one run, the day belonged to *Katie's Choice*. Madro's margin at the finish was a comfortable 52 seconds.

"It's always a pleasure sailing against the San Diego YC," said SFYC team manager Tad Lacey. "They're true gentlemen, and always treat us well. It was also nice to sail the Cup in a one design format again, as opposed to last year's IMS debacle."

Sprint Car Racing for Sailors (aka, The Pier 39 Fall Cup)

"Don't say a word. We're on this side of the course and we can't change that now so I don't want to know how we're doing." With those inspiring words, Chris Perkins led *Team Shaman* into the final weather mark of the last race in the Pier 39 Fall Cup.

On October 2, eight 11-Metre crews (six from the U.S., one from Switzerland, and one from Sweden) descended on San Francisco for a weekend of intense racing. The resumes of the sailors were diverse and impressive, including world championships, collegiate all-American nominations, America's Cups and Olympics — and very deep experience in the 11-Metre class. The challenge faced by these crews included five 30-minute races per day, each with a six-minute start and six mark roundings (with leeward gates and an unusual rule allowing the boats to hit any mark as long as it was not then dragged out of position).

The unusual configuration and obstacles in the Pier 39 area, as well as frequent ferry traffic, confused the strong currents and westerly breeze, making tactics in the area necessarily dynamic and difficult even for Bay veterans. To add to the pressure on the crews, the illustrious Jim Taylor set up a perfect racing venue for spectators, right off of the end of the pier, while John Callahan whipped up the cheering crowd of gathered tourists

through educational and enthusiastic narration.

Team Shaman (skipper Chris Perkins, tactician Greg Felton, trimmer Jay Lambiotte, pit man Tom Atwood, and bowman Steve Marsh) led at the end of the first day with 9 points (1, 2, 2, 1, 3). This team had sailed together only once before (winning the Spring 1999 Golden Gate Invitational Match Race Series) but each team member knew of this group's powerful ability to consistently achieve front-row starts, handle the boat in challenging conditions, manage the innovative maneuvers required in such fast-paced and tight-quarters racing, and learn from each race. With five races to go, all boats were still capable of winning the regatta and these assets would be tested.

The first two races on Sunday provided a demonstration of the depth of the fleet. With *Team Shaman* placing fifth and fourth, the top four boats, with three races remaining, were within three points. It was anyone's regatta! Recovering Saturday's form to place first and second in the following two races, Chris' team entered the final race with a two-point lead over the Swedes, *Team SBAB*, and the remainder of the fleet (finally) out of serious contention. Having observed *Team SBAB*'s typical starting techniques over the previous 9 races, Chris had spotted the Swede's weak spot and used match-racing techniques to exploit it. Controlling the Swedes prior to the start, *Team Shaman* crossed the line at the tail of the fleet with *Team SBAB* comfortably covered (and, thanks to the onshore narration, the entire crowd watching these two boats).

A heart-stopping slip happened early in the race when one (unnamed) member of *Team Shaman* rolled off the side of the boat into the water. Fortunately, he realized he was going over, grabbed hold, and hoisted himself back aboard without the boat ever losing pace. Covered all the way to the first weather mark, *Team SBAB* escaped when *Team Shaman* narrowly missed the layline in the strong flood tide. The remainder of the race involved a pursuit during which both *SBAB* and *Shaman* worked their way up through the fleet.

On the last weather leg, *Team Shaman* attempted to close the gap on *Team SBAB* (and to pass the last remaining boat between them) by heading inshore to take advantage of flood tide relief. Early on the beat it didn't look good. "There goes the regatta," muttered Chris, convinced that the team would not find the needed tidal relief once up against the shore. Making the final tack off the beach for the weather

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mark, while Chris pleaded with the rest of the team to remain silent about whether the tactic was working or not, the favorable shifts and tidal relief finally paid their dividends. *Team Shaman* rounded the weather mark and crossed the finish line just behind *Team SBAB*, all that was needed to win the regatta.

The total fleet damage by the end of the regatta was one bent spinnaker pole, one broken set of jumpers, a number of holes, and numerous bruises (some on the competitors, and some to their pride).

— g. 'radar' felton

1) **Shaman**, Chris Perkins, 25 points (\$5,000); 2) **SBAB**, Mikael Olsen, 26 (\$2,500); 3) **Red Bull**, Seadon Wijsen, 31 (\$1,250); 4) **Svendsen's Marine**, Scott Sellers, 32 (\$750); 5) **Mindspring**, Tim Duffey, 38 (\$500); 6) **Ruf**, Hans Streuli, 63; 7) **Warp Speed**, Chris Shining, 65; 8) **Ultra Nectar**, Ben Wells, 90. (8 boats)

Schock Regatta

San Francisco YC hosted the inaugural Northern California Schock Regatta on the sunny Indian Summer weekend of October 9-10, attracting 64 Schock-built craft — 17 Lido 14s and 47 bigger boats. Though the PHRF division failed to generate much interest (three boats), there was a good showing in the one design classes, most of whom were competing for special championships. Boats trailered in from as far away as Southern California, Oregon, Tahoe and Folsom Lake, elevating this gathering above your average local weekend regatta.

the situation out on the Knox Course for the bigger boats wasn't as rosy. On Saturday, after an hour and a half postponement, two races were contested. Sunday was an even worse ordeal — after 2.5 hours, just one race was finally held. At least the fleet had the Blue Angels Air Show to entertain them both days.

Shoreside, there were parties galore, beginning with free beer and wine after Friday afternoon's tune-up race. Saturday night was the social highlight of the weekend — a Mexican barbecue, complete with mariachi band. Sunday's awards ceremony was "quick and to the point", as everyone packed up their boats and hit the road. "Everyone seemed to have a good time," claimed regatta promoter Alfonso Cordero, "and many people have expressed interest in returning next year."

SANTANA 35 (Nationals) — 1) **Bluefin**, Mark Sloane, EYC, 5 points; 2) **Swell Dancer**, Jim Graham, EYC, 6; 3) **Carnaval**, Bill Keller, MPYC, 8; 4) **Spirit of Bombay**, Mike Whaler, GGYC, 19; 5) **Dance Away**, Doug Storkovich/Ron Kell, Monterey, 20; 6) **Spellbinder**, Joel Davis, SBYC, 20. (11 boats)

WAVELENGTH 24 (Nationals) — 1) **Nauti Nymph**, Nicholi Lenn, Eugene, 3 points; 2) **Goose**, Randy Weersing, Eugene, 7; 3) **Te Natura**, Phil Natura, Folsom Lake, 9. (6 boats)

SANTANA 22 (Gary Mull Cappuccino Cup) — 1) **Santa Maria**, Chris Giovacchini, CYC, 7 points; 2) **Tackful**, Frank Lawler, SEA, 7; 3) **Soliton**, Mark Lowry, RYC, 13; 4) **Jack Be Quick**, Rasco/Watson, EYC, 15; 5) **Tchoupitoulas**, Stephen Buckingham, SSS, 17. (10 boats)

SANTANA 20 (Western Regionals) — 1) **Disaster Area**, Chris Winnard, San Diego, 4 points; 2) **Still**

Rod, Mark Fortier, Eugene, 22; 8) **Circus Circus**, Charles Fuller, Eugene, 26. (17 boats)

PHRF — 1) **Oz**, Santana 2023, Alfonso Cordero, Sausalito, 6 points. (3 boats)

LIDO 14-A (Western Regionals) — 1) John Papadopoulos/Stephanie Faillers, Balboa, 4 points; 2) Thomas & Bette Jenkins, Morro Bay, 7; 3) Bob Yates, NHYC, 12; 4) Ed Still/Rick Fisher, SFYC, 19; 5) Don & Kit Lockwood, Morro Bay, 20. (10 boats)

LIDO 14-B (Western Regionals) — 1) Jim Jackman, Balboa, 5 points; 2) John Nugent, Fremont, 6; 3) Roy & Bev Gammill, Morro Bay, 14. (7 boats)

Yankee Cup

"Over the course of three races, we were slowly improving while *Mintaka* was slowly getting worse," explained *Bodacious* skipper John Clauser. "It all came down to the last beat of the last race. We rounded Blossom and went for the cone, while the Antrim 27 (*Abracadabra II*) behind us went for Pier 39. The rest of the fleet opted to follow the Antrim, which turned out to be wrong. We did a horizon job on all of them!"

"I couldn't believe we'd taken the whole show — not until the trophies were handed out!" said Bobbi Tosse, Clauser's wife and first mate. "We had invoked our usual 'modified democratic process' on *Bodacious* as we approached Blossom. Most of us wanted to go to the beach, but the guy holding the stick wanted to go to Alcatraz, so that's where we went — good thing!"

The Yankee Cup win was a nice ending to Clauser's summer season, where he was the runner-up in HDA-H (two boats from each division are invited to compete in the Yankee Cup). Tosse's turn to shine came the following weekend, when she steered their vintage Farr One Tonner to victory in BYC's Women's Skipper's Race. Keys to their success this year, says Bobbi, are "a new Pineapple #1, perseverance, good homemade food, old age and guile, and of course, John's yellow hardhat."

The *Bodacious* gang included Bob Novy, Robin Easton, Synthia 'The Iron Woman' Petroka, Ian Nadel, Glen and Mary Garfein, Hans Opsahl, Kathy Biesel and Sylvia Seaberg.

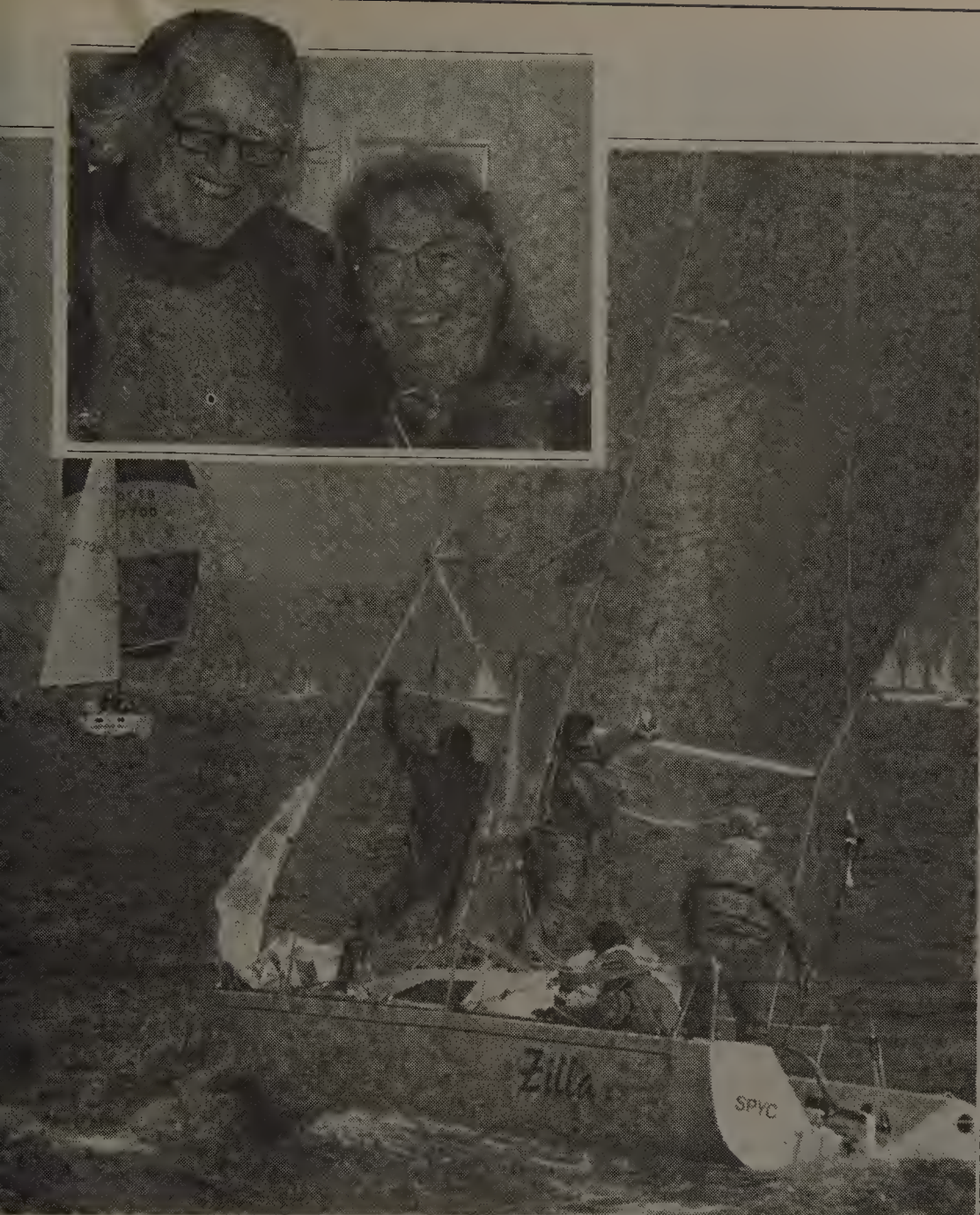
Mintaka and *Ixxis* finished second and third in this year's Yankee Cup, which attracted just nine boats to the Golden Gate YC starting line for three races on Saturday, October 2. Somehow the Yankee Cup and the concurrent Masters Regatta managed to stay out of each other's way, a feat which might have been harder if the ODCA Champion of Champions had been



Schocking sight — A trio of Santana 35s round Knox Buoy in their three-race Nationals.

Wet, Tom Schock, NHYC, 5; 3) **Gremlin**, Wanlass/Andrew, Balboa, 15; 4) **Sea Bear**, Lance Purdy, SSC, 16; 5) **Aggressive Tendencies**, Charlie Hess, FLYC, 16; 6) **H20**, Gordon Mattatall, Eugene, 21; 7) **Hot**

Despite the presence of out-of-town guests and the designation of the weekend as the Nationals for two classes (Santana 35s and Wavelength 24s), the wind gods were unimpressed. The Lido 14s, who raced in Richardson Bay, managed to get in all five scheduled races, but



on the Cityfront as well.

The ODCA shoot-out, however, was over at Richmond YC in DeWitt Dinghies — finally, a more meaningful and certainly more fun way to determine an overall champion (see following article). Perhaps the Yankee Cup will consider the same format next year?

1) **Bodacious**, Farr One Ton, John Clauser, 8 points; 2) **Mintaka**, C&C 36, Gerry Brown, 9; 3) **Ixxis**, Olson 911-S, Ed Durbin, 10; 4) **Windwalker**, Islander 36, Richard Schoenhair, 12; 5) **Zilla**, B-25, Brent Draney, 13; 6) **Abracadabra II**, Antrim 27, unknown, 14; 7) **Harp**, Catalina 38, Mike Mannix, 21; 8) **Ducinea**, Killerwhale, Mathiasen/Pritchard, 23; 9) **Starkite**, Catalina 30, Laurie Miller, 26. (9 boats)

Two Women's Races

Berkeley YC's 24th Women Skipper's Race attracted 14 boats on October 9, up from just 10 last year. After a one hour postponement, the fleet — which included a SC 50 and SC 52 this year — headed off on a 9.4-mile course from XOC to Harding and back. "The water was pretty

Yankee Cup action — The B-25 'Zilla' in mid-jibe. Inset, overall winners John Clauser and Bobbi Tosse of 'Bodacious'.

choppy between Blunt and Harding due to all the spectator craft out for the Blue Angels air show," noted Bobbi Tosse, who helmed her Farr One Tonner *Bodacious* to a three-minute overall victory. "It was a tough day for the little boats."

A more hardball event occurred the following weekend in Long Beach, when eleven all-female squads convened for the 8th Annual Women's One Design Challenge. Schock 35 skipper Claudia Wainer, sailing for Balboa YC, dominated the seven-race Catalina 37 regatta, beating last year's champion, Val Navarro, by 13 points. The entry list included three-time winner Linda Elias; Richmond YC rockstarlet Karina Vogen and her Bay Area crew; and, for the first time, a team from Puerto Vallarta (who normally sail Capri 37s, near-sisterships to the Catalina 37s).

Vogen finished the regatta in fourth, posting scores of 9,4,2,4,5,1,9. Crewing

for Karina were Vicki Sodaro, Stephanie Wondolleck, Molly McCloud, Marci Porter, Shana Rosenfeld, Anna Desenberg, Ruth Suzuki and Kathy Spence.

WOMEN SKIPPER'S CUP (BYC; Oct. 9; 9.4 miles):

DIV. A (0-149) — 1) **Bodacious**, Farr One Ton, Bobbi Tosse; 2) **Jeanette**, Tartan Ten, Rachel Fogel; 3) **Ariel**, SC 52, Diana Freeland; 4) **Zilla**, B-25, Karen Draney; 5) **Oaxaca**, SC 50, Patti Cranor. (7 boats)

DIV. B (150-up) — 1) **Kangaroo Court**, Moore 24, Joan Byrne; 2) **Bewitched**, Merit 25, Laraine Salmon; 3) **Mission Impossible**, Merit 25, Cindy Norman; 4) **Boogie Woogie**, Ranger 33, Lori Lombardo; 5) **Abra**, Jeanneau 32, Theresa Brandez. (7 boats)

OVERALL — 1) **Bodacious**; 2) **Kangaroo Court**; 3) **Jeanette**. (14 boats)

ONE DESIGN CHALLENGE (LBYC; Oct. 16-17):

1) Claudia Walner, Balboa YC, 15 points; 2) Valerie Navarro, Little Ships Fleet of Long Beach, 28; 3) Susan Beckett, Cal YC, 32; 4) Karina Vogen, Richmond YC, 34; 5) Carla Thorson, Women's Sailing Assn. of Santa Monica Bay, 39; 6) Linda Elias, Long Beach YC, 4; 7) Christine Prigmore, Bahia Corinthian YC, 50; 8) Julia Olmstead, San Diego YC, 51; 9) Nina Nielsen, Newport Harbor YC, 51; 10) Colleen Cooke, Southwestern YC, 56; 11) Leah Danielson, Puerto Vallarta YC, 63. (11 boats; 7 races)

RYC Retains Wallace Cup

The 61st Wallace Cup race was held in near-perfect South Bay conditions on October 2 — northwest winds steady at 15+, small flood tide, and not much wave action. Unfortunately for most of the competitors, conditions were perfectly perfect for the ULDBs who ran away with the 10.8-mile race. First for the second year in a row was Richmond YC's Antrim 27 *Always Friday*, owned and skippered by John Liebenberg. If anyone is counting, RYC's string is now up to four Wallace Cups in a row.

Second this year, just 23 seconds behind *Always Friday*, was sistership *Cascade*, sailed by Encinal YC member Steve Reinhart. Jeff Winkelhake's new J/120 *Convergence*, also sailing for EYC, was third. Leading the 'real boats' were Oakland YC entries *Lelo Too* and *Mistral*, which took fourth and fifth.

The Wallace Cup, one of the oldest trophies on the Bay, was created by one W.C. Wallace in 1938 with the donation of a beautiful and old (1897) trophy to the Oakland YC. The present race format is unique: Only East Bay yacht clubs can participate, there is only one race, and there is only one winner. Each club can enter up to three owner-driven monohull keelboats of any PHRF rating. The race is held in the South Bay in early fall when conditions can be anything from a gale to a drifter or both.

The original 1938 deed of trust re-

THE RACING

quired ratings between "27.5 and 31 feet", with only one boat per club and first one over the line takes all. As designs proliferated, it became harder to find a good PHRF range that replicated the near one design intention of the original deed. To jazz things up and to increase participation, OYC decided in 1997 to switch to the PHRF format described above.

— *george gurrola*

1) **Always Friday**, Antrim 27, John Liebenberg, RYC; 2) **Cascade**, Antrim 27, Steve Reinhart, EYC; 3) **Convergence**, J/120, Jeff Winkelhake, EYC; 4) **Lelo Too**, Tartan 20, Emile Carles, OYC; 5) **Mistral**, Concubine 38, Bob Becker, OYC; 6) **Georgia**, Custom 41, Ben Mewes, IYC; 7) **Wave Rider**, Hunter 31, Mark Rommel, AYC; 8) **Wings**, Columbia 5.5, Mike Jackson, OYC; 9) **Fermanagh**, O'Day 34, Frank Johnson, SpinYC; 10) **Sequel**, Catalina 27, Scott Hester, AYC; 11) **Compass Rose**, Catalina 36, Kent Brewer/Harlan VanWye, BYC/TIYC. (12 boats — *Spridle*, Catalina 22, Mike Faber, IYC, DNF)

IOD Worlds and International Folkboat Regatta

Perennial local IOD winners Evan Dailey and Tad Lacey took their game a notch higher on September 26-October 1, winning the IOD Worlds in their home waters. Hosted by St. Francis YC, the seven-race, one-throwout series attracted the best IOD sailors from the East Coast, as well as teams from Norway and Scotland. The tough fleet included four past Worlds winners — defending champ Bruce Dyson, Bill Widnall (9 times), Penny

helmsman Dailey and tactician Lacey were the other members of their San Francisco YC-based '100 Syndicate' (all of whom "own 51%" of their unnamed IOD, known only by its hull number of '100'): Mark Maymar, Jim Davies, Dave Walker and John Merrill. "We've been together about 25 years. . . way too long!" laughed Dailey.

The regatta was about as fair as a world championship could be: the 11-boat IOD fleet (including Jim Hennefer's gorgeous brand new fiberglass boat) was 'equalized' beforehand, and the round-robin format saw the teams switch boats after every race. Local knowledge was also minimized by fluky, lighter-than-normal conditions. In fact, the weather was so unsettled that the Race Committee elected to ignore the Wednesday layday, ultimately concluding the regatta a day early (on Thursday) rather than risk not getting in enough races.

The International Folkboat Regatta occurred simultaneously with the IOD Worlds, using the same starting line but a shorter race course. Twenty-four boats representing six countries sailed in the biennial 8-race, 1-throwout Cityfront series. Though it appeared that Folkboat veteran Sean Svendsen had won again, it wasn't to be — Svendsen came up on the losing end of a port/starboard violation on the last day. He was subsequently DSQ'd in The Room, picking up 25 points



was being used in the IOD Worlds. After dismasting *Hecate* in May, Jermaine was out of the hunt for the IOD Worlds, so he chartered a Folkboat and barely qualified (he earned the last berth) for the Folkboat Internationals instead.

Sailing with fellow IOD sailor and tactician Adam Wheeler, with Chuck Hawley and Roy Haslup alternating, Jermaine put together a steady 2,(9),1,5,8,4,3,1 record in the Internationals. That was good enough to beat regular Folkboat campaigner Tom Reed, who took second on the tiebreaker, and Svendsen. "We even surprised ourselves!" said Jermaine. "I'm still on a major high about the whole thing!"

IOD WORLDS — 1) Evan Dailey/Tad Lacey, San Francisco, 12.5 points; 2) Penny Simmons, Bermuda, 19.4; 3) Bill Widnall, Marblehead, 20; 4) John Burnham, Fisher's Island, NY, 21.75; 5) David Rockefeller, Jr., Northeast Harbor, ME, 23.75; 6) Alan Manuel, Scotland, 33.75; 7) J.P. Roed, Norway, 38; 8) Rich Pearce, San Francisco, 39; 9) Bruce Dyson, Marblehead, 40; 10) John McNamara, Long Island, CT, 49; 11) Dick Sykes, Nantucket, 53. (11 boats)

INTERNATIONAL FOLKBOAT REGATTA — 1) Dennis Jermaine, USA, 24 points; 2) Tom Reed, USA, 30; 3) Sean Svendsen, USA, 30; 4) Kai Funder, Denmark, 34; 5) Andreas Christiansen, Germany, 35; 6) Knud Nielsen, Denmark, 41; 7) Ole Grom Larsen, Denmark, 53; 8) Bengt Lindholm, Sweden, 56; 9) Otto Schreier, USA, 67; 10) Ed Welch, USA, 69; 11) Mike Bilafer, USA, 80; 12) Rolf Huber, Germany, 81; 13) David Boyd, USA, 86; 14) Goran Borjesson, Sweden, 94.5; 15) Peter Jeal, USA, 95. (24 boats)

Champion of Champions

Twelve San Francisco Bay keelboat class champions met at Richmond YC on Saturday, October 2, to determine the



IOD world champs — The '100 Syndicate' (from left): Dave Walker, Evan Dailey, Tad Lacey, Jim Davies and Mark Maymar.

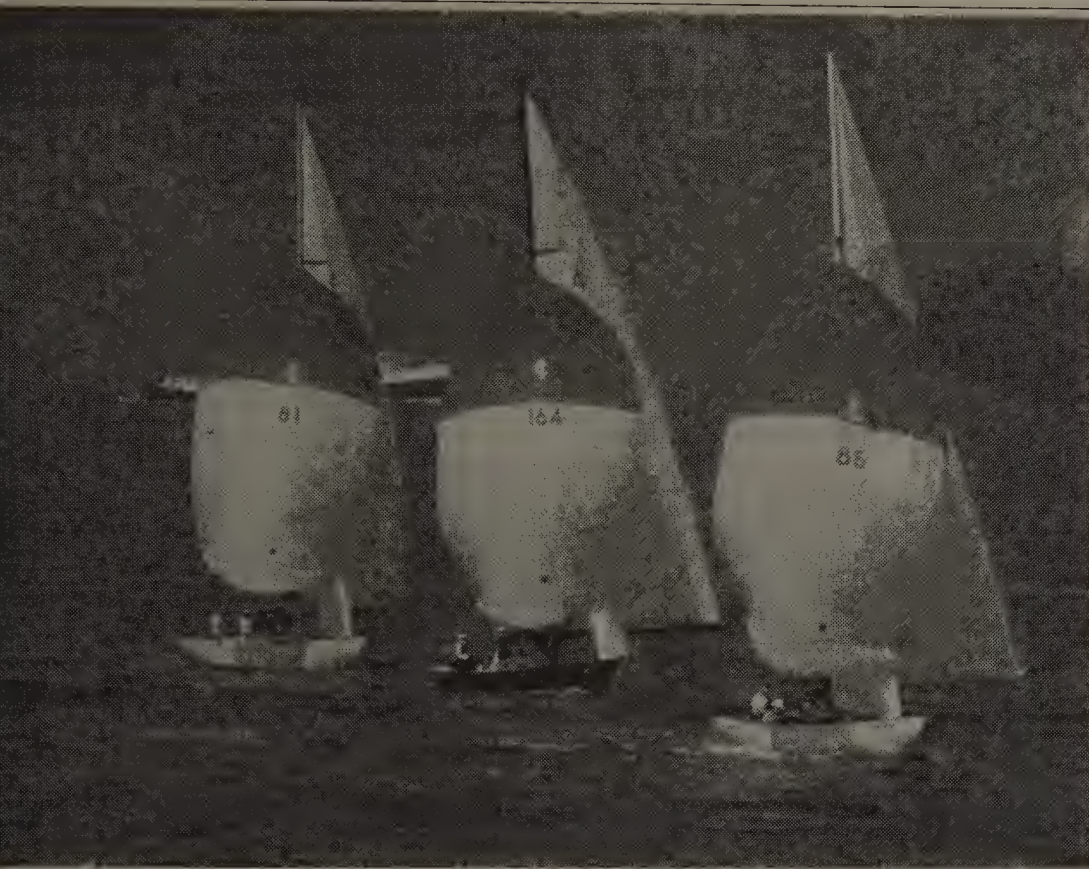
and plummeting into a tie for second.

That left the title to a newcomer, IOD sailor Dennis Jermaine, whose *Hecate*

Simmons (3) and *Sailing World* editor John Burnham (2).

Despite the formidable competition, our local heroes made the 7-race series look easy, posting consistently excellent scores of 1,2,1,3,(4),2,4. Crewing for

LATITUDE/ROB



LATITUDE/ROB

The elegant IODs parade down the Cityfront during their recent Worlds.

1999 One Design Classes Association (ODCA) Champion of Champions. Rather than race their own boats under PHRF, this year the format called for something new and different — a one design regatta in yellow 8.5-foot DeWitt Dinghies, complete with daggerboards, roll-tacks, kick-up rudders, bendy rigs and other foreign devices. Each of the champions (and one of their crewmembers) seemed to enjoy the new approach to determining an overall ODCA winner — despite wet feet, no galley, no potty, and no sitting to leeward to view the jib trim or to sneak a look at the competition to leeward!

Our champions lined up for seven starts and completed five races. Two races were abandoned when large commercial shipping traffic crossed the Richmond inner harbor race course and 'cut the fleet in two'. In every start, at least nine sailors had their DeWitt Dinghies powering on course, right on the line as the starting gun sounded. In five races, there were three or four called over early. In five races, there were three capsizes, two hit marks, and about four 720s performed. These guys were really going for the win!

Our champions learned quickly. In the first race, the separation between first place and twelfth place was about five minutes at the finish line. In the last race, the last place boat was only two minutes behind the leader. In the first race there were many near-capsizes, a few botched tacks, and awkward, stalled maneuvers at port/starboard meetings upwind. But, by the time the last race was completed,

many sailors were roll-tacking up the beat, heeling to windward downwind, and performing finesse jibes on approach to the leeward mark, beginning to sail like dinghy sailors do, performing graceful tactical maneuvers with youthful agility and big smiles!

BEER CAN WRAP-UPS

Bay View Boat Club Monday Night Madness

- 1) **Tiger Beetle**, Newport 33, Arjan Bok, 6 points;
2) **Quasar**, modified Columbia Challenger, Forest Martin, 7; 3) **Breakout**, Santana 35, Lloyd Ritchey, 12. (8 boats)
(second half only — 5 race; 1 throwout)

Benicia YC Thursday Nights

- Div. A (< 160) — 1) **Freestyle**, C&C 36, Dave Jones; 2) **Warhoop**, Contessa 33, Chuck Hooper; 3) **Goldilocks**, Morgan 36, Noble Griswold. (7 boats)
Div. B (160-190) — 1) **Sunset Strait**, J/24, Stan Pressman; 2) **Illusions**, Merit 25, Chris Tringali; 3) **Alta Liebe**, Ballard 30, Jerry Martin. (7 boats)
Div. C (> 190) — 1) **New Directions**, Cal 25, Paul Ryla; 2) **Wet Sheets**, Islander 27, Tim Merrill; 3) **Jenna Lou**, Hunter 27, Daryl Krushke. (6 boats)
(24 races; 6 throwouts)

Berkeley YC Friday Nights

- Div. I (210 and up) — 1) (tie) **Go Dog Go**, Santana 22, Bill Vanderslice, and **Team Louis Louis**, Cal SC Pearson Ensign, Dan Twelker, 6 wins; 3) **For Sail**, Cal 20, Michael Scalet, 2 wins. (15 boats)
Div. II (faster than 210, but shorter LWL than 24.5 feet) — 1) **Rail to Rail**, J/24, Thom Henneberger, 7 wins; 2) **Upstart**, SC 27, Richard Page, 5 wins; 3) **Photon**, Cal 2-27, C. & A. Jackson, 4 wins. (16 boats)
Div. III (LWL 24.5 feet and up) — 1) **Boogie Woogie**, Ranger 33, Michael Yovino-Young, 11 wins; 2) **Jeanette**, Tartan Ten, Henry King, 6 wins; 3) (tie)

Starbuck, Black Sea, Greg Nelson, and **Starkite**, Catalina 30, Laurie Miller, 2 wins. (12 boats)
(26 races — 'horse style' style scoring, i.e., only first place counts)

Corinthian YC Friday Nights

- Div. I (0-119) — 1) **Navigator**, Sovereil 33, Dick & Bill Melbostad, 53 points; 2) **Re-Quest**, Express 37, Glenn Isaacson, 36.25; 3) **Humblebee**, Melges 24, Morse/Page, 26. (15 boats)
Div. II (120-185) — 1) **Abigail Morgan**, Express 27, Ron Kell, 95.25 points; 2) **Another White Boat**, J/24, George Peck, 85.25; 3) **Star Two**, Star, Doug Smith, 84.25. (9 boats)
Div. III (non-spinnaker, 0-185) — 1) **Sockeye**, J/24, Holscher/Etheridge, 87 points; 2) **Bacarati**, Peterson 34, Dave Reed, 82.5; 3) **Quickstep II**, IOD, Mark Pearce, 80.5. (15 boats)
Div. IV (186-up) — 1) **Perezoso**, Excalibur 26, Davis/Nehms/Sargent, 33 points; 2) **Amante**, Rhodes 19, Kirk Smith, 29.25; 3) **Vague Unrest**, Rhodes 19, Phil Simon, 14. (7 boats)
Div. V (non-spinnaker, 186 and up) — 1) **Tension II**, Cal 20, John Nooten, 43.25 points; 2) **Raccoon**, Cal 20, John Dodge, 36.5; 3) **Faux Pas**, Cal 20, Casey Williams, 35.5. (8 boats)
(second half only — 11 races; 1 throwout)

Encinal YC Twilight Series (Friday Nights on the Estuary)

- PHRF A1 — 1) **Enigma**, Capo 30 mod., Bob Hultman, 5 points; 2) **20/20**, J/105, Phil Gardner, 9;

— dave vickland

- 1) Vaughn Seifers/Dave Albright (Hawkfarm), 7 points; 2) Ian Charles/Zargo Draganic (J/105), 18; 3) Jim Robinson/Cameron McCloskey (Islander 36), 24; 4) Mark Dowdy/Bill Melbostad (Express 37), 27; 5) Dale Irving/Eric Mino (Olson 30), 32; 6) Jan Grygier/Liam O'Flaherty (Challenger), 34; 7) Ely Gillium/Judy Yamaguchi (Triton), 35; 8) Hans Bigall/Mike Anderson (J/29), 38; 9) Mark Lowry/Jim Bonlif (Santana 22), 38; 10) Charlie Brochard/Jeff Nelson (Olson 25), 42; 11) Larry Nelson/Frank Van Kirk (Level 198), 48; 12) Ken O'Donnell/Alan Jackson (Catalina 30), 50. (12 boats)

THE RACING

Box Scores

The regular racing season ended last month (*finally!*), and the midwinters are just around the corner. Following are results of various regattas which occurred recently, as well as some summer-long series that have just ended:

SSS EAST BAY/ESTUARY (Sept. 18; 21.5 miles):

SH-II — 1) **White Knuckles**, Olson 30, Dan Benjamin; 2) **Georgia**, Custom 40, Ben Mewes; 3) **Logical Switch**, Express 37, Fred Joyce. (8 boats)

SH-III — 1) **Starbuck**, Black Soo, Greg Nelson; 2) **Tinsley Light**, WylieCat 30, Hank Grandin. (5 boats)

SH-IV — 1) **Sabrina** (*), Coronado 34, Thomas Hoynes. (2 boats)

SH-V (non-spin) — 1) **Ozone**, Olson 34, Carl Bauer. (3 boats)

DH-I (multihull) — 1) **Jabberwock**, Buccaneer 35, Randy Chapman/Robinie Bello. (1 boat)

DH-II — 1) **Kwazy** (*), Wabbit, Colin Moore/Glen Garfein; 2) **20/20**, J/105, Phil Gardner/Rich Hughes; 3) **Azure**, Jeanneau 36, Rodney Pimentel/Ted Floyd. (8 boats)

DH-III — 1) **Chesapeake**, Merit 25, Jim Fair/Cindy Surdez; 2) **Surfari**, Express 27, Bill Hoffman/Lori Robson; 3) **Barking Dog**, Olson 25, Jeffrey Kroeber/Laurie Davis. (7 boats)

DH-IV — 1) **Tchoupitoulas**, Santana 22, Stephen Buckingham/FJ Bolger; 2) **Nanook**, Ranger 23, Jane Jepson-Beal/Linda Keigher. (5 boats)

DH-V — 1) **Borderline**, Olson 911-S, Bill & Jane

Charron; 2) **Bacarat**, Peterson 34, Dave Reed/Grete Engebretson. (6 boats)

(*) = division winner

HARD CHINE/SBRA (RYC: Sept. 25-26; 4 races):

LIGHTNING (PCCs) — 1) Roger Hicks/Richard Austin/Gleno Chantrill (Oregon), 11 points; 2) Ashley Tobin/Jim Waters/Tom Ducharme (RYC), 12; 3) Dave Webber/Allison Webber/Molly Hopkins (Oregon), 16; 4) Mike Molina/Ron Snetsinger/Lance Uyehara (RYC), 18; 5) John DeBenedetti/Roger Artigues/Dave Desaw (Oregon), 22. (11 boats)

SNIPER — 1) Gavin & Holly O'Hara, San Diego, 10 points; 2) Joe Harvard/Bruce Bradshaw, RYC, 19; 3) Gerhard & Richard Panuschka, Lake Washington SC, 19; 4) Jamie Fontanella/Collette McKeever, RYC, 20; 5) John Tagliamente/Susan James, RYC, 22. (11 boats)

MERCURY — Chris & Christopher Lanzaflame, NoYC, 6 points; 2) John Hall/Paul Swinson, RYC, 9; 3) Phil Macafee/Laurie Davis, Inverness YC, 10. (7 boats)

OPEN — 1) Ron Smith/Jim Moyer, Thistle, IYC, 7 points; 2) Dale Hinman/Larry LaTante/Jessica Hellmann, Thistle, NoYC, 16; 3) Jonathan Howell/Norm Berringer/Nick Burke, Thistle, RYC, 16. (6 boats)

BARTH REGATTA (CPYC: Oct. 2-3; 2 races):

SINGLEHANDED — 1) **Thunder**, Wylie 34, Larry Mayne; 2) **Far Better Thing**, Ericson 30+, Charles McArthur; 3) **Folle A Deux**, Islander 28, Frank Gibson. (7 boats)



SPINNAKER — 1) **Sundancer**, Hunter 34, Bob Carlen; 2) (tie) **Spectra**, Columbia 45, Hal Wright, and **New Horizons**, Cal 33, Mike Gurl; 4) **Summertime**, International Folkboat, Luther Izmirian. (8 boats)

NON-SPINNAKER — 1) **Chablis IV**, Cal 25, Dave Few; 2) **Jet Lag**, Catalina 34, Roger Roe; 3) (tie) **Anteres**, Ericson 34, Dan Lockwood, and **Jammin'**, J/24, Edward Lord. (8 boats)

J/FEST SOUTH (BCYC: Oct. 9-10; 3 races):

J/120 — 1) **Indigo**, Scott Birnberg, LBYC, 5 points; 2) **Simply Red**, Kelly Vince, LAYC, 8; 3) **CC**

BEER CAN WRAP-UPS

3) **Convergence**, J/120, Jeff Winkelhake, 20. (6 boats)

PHRF A2 — 1) **Hip Hop**, Wylie Wabbit, Karin King, 6 points; 2) **Cascade**, Antrim 27, Steve Reinhart, 7. (6 boats)

MOORE 24 — 1) **Gruntled**, Simon Winer, 5 points; 2) **Hurricane**, Adam Sadeg, 12; 3) **Kangaroo Court**, J. & R. Byrne, 14. (7 boats)

PHRF B2 — 1) **Frog in French**, Express 27, Karrie Richards, 6 points; 2) **Bloodvessel**, B-25, Margaret Gokey, 8; 3) **Mad House**, Express 27, Mike Devries, 12. (9 boats)

PHRF C1 — 1) **Bewitched**, Merit 25, Laraine Salmon, 8 points; 2) **Cosmic Charlie**, J/24, David Halladay, 9; 3) **Pulp Friction**, Olson 25, Tony Sloane, 16. (8 boats)

PHRF D1 — 1) **Lelo Too**, Tartan 30, Emile Carles, 6 points; 2) **Snow Goose**, Santana 30, Ted Mattson, 6. (6 boats)

PHRF E1 — 1) **Tempest**, Santana 22, Hal Wondolock, 5 points; 2) **Flying Cloud**, Ranger 23, Bruce Baker, 24; 3) **Amigos**, Cal 20, Walt Vance, 25; 4) **Moonglow**, Ericson 25+, Mr. Schofield, 31. (11 boats)

(Second half only; 5 races; 1 throwout)

39th Folkboat Wednesday Nights (at Golden Gate YC)

FOLKBOAT — 1) **Little Svendie**, Sean Svendsen, 9 points; 2) **Freja**, Ed Welch, 16; 3) **Polpero**, Peter Jeal, 23. (13 boats entered; average starters = 8)

KNARR — 1) **Snaps III**, Knud Wibroe, 17 points; 2) **Sophia**, Russ Williams, 20; 3) **#141**, Chris Perkins, 22. (15 boats; average starters = 10)

IOD — 1) **Undine**, Adam Wheeler, 13 points. (3 boats, average starters = 2)

OVERALL (George Degnan Trophy) — **Little Svendie**.

Island YC Friday Nights

CLASS A (0-150) — 1) **Saint Anne**, Olson 30, Bruce Heckman, 3 points; 2) **Wet Buns**, Wylie Wabbit, Bill Gardner, 10; 3) **Rex**, Hobie 33, Lorin Cepparo, 12.75. (13 boats)

CLASS C (151-up) — 1) **Dulcinea**, Killerwhale, Mike Mathiasen, 3 points; 2) **Williwaw**, Cal 9.2, Rui Luis, 6.75; 3) **Joanna**, Irwin 30, Martin Jemo, 12. (9 boats)

CLASS C-1 (168-raters) — 1) **Full Tilt Boogie**, J/24, Fred Bonati, 6.5 points; 2) **Quickie**, Capri 25, Will Matievich, 7.5. (5 boats)

SANTANA 22 — 1) **Albacore**, Mark Playsted, 3 points. (3 boats)

DIV. E (non-spinnaker) — 1) **Tak A Tak**, Cal 3-30, Daniel Kadell, 5.5 points; 2) **Morning Dew**, Moore 24, Vince Boley, 13.5; 3) **Snafu**, Moore 24, Ken Walters, 14. (10 boats)

(second half only — 5 races; 1 throwout)

Oakland YC Sweet 16 Series (Wednesday Nights)

FLEET A (PHRF < 1.0) — 1) **Logical Switch**, Express 37, Fred Joyce, 5 points; 2) **Elan**, Express

37, Bill Riess, 8.25. (3 boats)

FLEET B (101-168) — 1) **Bewitched**, Merit 25, Laraine Salmon, 5 points; 2) **Quickie**, Capri 25, Will Matievich, 11; 3) **CK Porter**, Merit 25, Cindy Surdez, 12.75. (7 boats)

FLEET C (Columbia 5.5s) — 1) **Drummer**, Sankey/Weaver/Sadeg, 5 points; 2) **Jaguar**, Chris Corlett, 8.75; 3) **Demi-Onze**, Mike Rettie, 13.5. (8 boats)

FLEET D (169 and up) — 1) **Snow Goose**, Santana 30, Ted Mattson, 7.5 points; 2) **Tunnel Vision**, Catalina 27, Mitch Fredericks, 8.5; 3) **Zarpa**, Newport 30, George Gurrola, 11.75. (7 boats)

FLEET E (non-spinnaker) — 1) **Lickety Split**, Ariel, Joe Antos, 3.75 points; 2) **Morning Dew**, Moore 24, Vince Boley, 11; 3) **Amazing Grace**, Catalina 25, Bill Brown, 16. (7 boats)

(Second Half only — 7 races, 2 throwouts)

Sausalito YC Sunset Series (Tuesday Nights)

DIV. I (big spinnaker) — 1) **Jose Cuervo**, J/105, Sam Hock, 8 points; 2) **Gammon**, Tartan Ten, Hutter/Cohen, 20. (5 boats)

DIV. II (little spinnaker) — 1) **Dulcinea**, Coronado 27, John Sivka, 16 points; 2) **souLatitude**, J/24, Dan Thatcher, 17; 3) **Chorus**, Kettenberg 38, Peter English, 25. (6 boats)

DIV. III (big non-spinny) — 1) **Bacarat**, Peterson 34, Dave Reed, 14 points; 2) **Sally Ann**, Express 37, Michael Franchetti, 26; 3) **Lanikai**, Catalina 42, Douglas McLafflin, 32. (18 boats)

DIV. IV (little non-spinny) — 1) **Frisky**, Tartan Ten,



JIM DEWITT

ODCA took a great step forward this year, holding its Champion of Champions Regatta in DeWitt Dinghies instead of under the PHRF rule.

Rider, Chuck Nichols, SDYC, 19; 4) **Impact Player**, Dick Sikorski, BCYC, 19; 5) **Junkyard Dog**, Grant Bixby, NHYC, 20. (17 boats)

J/105 — 1) **J-OK**, Stewart Cannon, SWYC, 6 points; 2) **J-Hawk**, Abbott Brown, CalYC, 8; 3) **Legacy**, Brian Dougherty, NHYC, 8. (6 boats)

J/30 — 1) **Rambunctious**, Andy Clark, VYC, 6 points; 2) **Love & War**, Steve Cole, ABYC, 8. (5 boats)

John Woodhull, 13 points; 2) **Tackful**, Santana 22, Kathy Stierhoff, 21; 3) **Roeboat**, Catalina 30, Rod Decker, 30. (14 boats)

(10 races; 2 throwouts)

South Beach YC Friday Nights

DIV. I (spinnaker < 150) — 1) **Walloping Swede** (*), J/105, Tom Kassberg, 6 points; 2) **Northern Lights**, Santana 35, Rod Neatherly, 13; 3) **Highlighter**, Islander 36, Bill Hackel, 17. (15 boats)

DIV. II (spinnaker > 150) — 1) **Grenadier**, Contessa 32, Paul Osborn, 15 points; 2) **Friday's Eagle** (*), Catalina 30, Mark Hecht, 16; 3) **Skol**, Folkboat, Mr. Connors, 20. (13 boats)

DIV. III (non-spinnaker) — 1) **Spirit of Elvis** (*), Santana 35, Lanier/Cunningham, 9 points; 2) **Fat Bob**, Catalina 38, Bob Lugliani, 16; 3) **Acabar**, Jeanneau 45, Jean-Yves Lendormy, 22. (20 boats)
(second half only — 7 races, 1 throwout; * = overall winner)

St. Francis YC Friday Night Windsurfing Series

OPEN — 1) Rob Hartman, 13 points; 2) Vlad Moroz, 44; 3) Chip Wasson, 47; 4) John Radkowski, 56; 5) Bill Weir, 65; 6) Chenda Herstus, 67; 7) David Boll, 72; 8) Ted Huiang, 79; 9) Jean Rathle, 87; 10) Al Mirel, 107; 11) Paul Buelow, 111; 12) Juslin Gordon, 118. (32 boards)

MASTERS — 1) David Wells, 58 points; 2) Steve Sylvester, 180; 3) Randy Nelson, 193; 4) William Russell, 194; 5) Will Harper, 211. (14 boards)

J/24 — 1) **Fish Lips**, Chris Snow, MBYC, 6 points; 2) **Tiny Dancer**, Brian Zimmerman, SBYC, 6; 3) **Ho'Omele**, Scott Tobin, CalYC, 15; 4) **Speedy Blue**, Kurry Kurita, CalYC, 15; 5) **Desperado**, Philip Otis, DPYC, 17. (22 boats)

PHRF-A — 1) **Abba Zaba Dad**, J/35, David Stockman, BYC, 6 points; 2) **Fast Lane**, J/35, Bob Patterson, CYC, 8; 3) **Scooter**, J/35, Larry Hansen, PBYC, 9. (6 boats)

PHRF-B — 1) **Whippet**, J/80, Bill Murray, BYC, 4 points; 2) **LaForza Del Destino**, J/80, Eugene Elliott, BYC, 7; 3) **Blue Moon**, J/92, Roland Fournier, BSSA, 9. (8 boats)

FALL ONE DESIGN (SFYC; Sept. 25-26; 4 races):

J/29 — 1) **Wave Dancer**, Richard Leevey, 5 points; 2) **Aqua Boogie**, Tom Holland, 7. (4 boats)

MELGES 24 — 1) **Tropical Storm**, Doug Forster, 10 points; 2) **SUV**, David Wadbrook, 12. (5 boats)

J/24 — 1) **Woof**, Alan McNab, 6 points; 2) **Decorum**, J.C. Raby, 13.3; 3) **Vincitore**, Edward Martin, 14. (6 boats)

EASOM FOUNDERS (SFYC; Oct. 2-3; 5 races):

1) Craig Healey (with Steve Fentress and Kelt Stahnke), 7 points; 2) Tim Parsons, 13; 3) John Jansheski, 19; 4) D. Morss/H. Fischer, 31; 5) Jeff Nehms, 32; 6) J. Hager/S. Fulweiler, 35; 7) John Mellan, 41; 8) Jim Gregory, 48; 9) John Sutak, 52; 10) Kers Clausen, 54. (18 Etchells)

LITTLE ENSENADA (SDYC; Oct. 2; 62 miles):

PHRF-1 — 1) **Eclipse**, N/M 39, T. Batchler; 2) **Magnitude**, Andrew 70+, D. Baker; 3) **Snoopy**, J/125, D. Roberts; 4) **Flyer**, Farr 40, D. Mongeon; 5) **Cantata**, Andrews 53, R. Kuntz; 6) **Rx Sight**, Dumas 73, L. Lugvall; 7) **Wahine**, N/M 39, Tempesta/Sullivan; 8) **Bravura**, Farr 44, E. & M. Pennell; 9) **Lina**, SC 50, W. Pressel; 10) **Xtreme**, ILC 46, E. Rutledge. (21 boats)

PHRF-2 — 1) **Spinout**, Cheeta 30, J. Pickard; 2) **B-Nasty**, B-32, A. Sturm; 3) **Animal Style**, J/36, J. Greenblatt. (19 boats)

PHRF-3 — 1) **Phantom**, CF 27, L. Schmitz; 2) **Scrambled**, Kirby 30, G. Fisher. (5 boats)

PHRF-4 — 1) **Masquerade**, 'Chda' 40, T. Coker; 2) **Windswept**, Swan 57, M. & P. Phelps; 3) **Silberrad**, Islander 40, J. Brown. (13 boats)

PHRF-5 — 1) **Jezebel**, Ranger 33, M. Roach; 2) **Done Deal**, Ranger 32, M. McGee; 3) **Sojourn**,

Catalina 30, Lawler/Hardaker. (13 boats)

SWHF — 1) **Tinman**, C&C 38, J. Sinclair. (3 boats)

ANCMAR — 1) **Kelpie**, Schooner, J. Dobro. (4 boats)

CRUZ-N — 1) **Mariah**, O'Day 34, M. & J. Brinker; 2) **Everfit**, Catalina 36, S. Jackson; 3) **Seaduced**, Lancer 30, W. Burke. (8 boats)

50th EL TORO STAMPEDE (RYC; Oct. 9-10):

SENIOR (over 21) — 1) Jim Warfield; 2) Hank Jotz; 3) Tom Burden; 4) George Morris; 5) John Amen; 6) Dan Seifers; 7) Packy Davis; 8) Kit Stycket; 9) John Gilmour; 10) Chris Nash. (20 boats)

INTERMEDIATE (15-20) — 1) Nick Nash. (2 boats)

JUNIOR (15 and under) — 1) Ben Amen; 2) Travis Kool; 3) Woody Robinson; 4) George Granelli; 5) Sara Lester; 6) Brooks Reed; 7) Anne-Flore Perroud; 8) Alex Lowry; 9) Sean Kelley; 10) Annie Freitas. (25 boats)

FLY WEIGHT (under 99 pounds) — Woody Robinson.

LIGHT WEIGHT (100-149) — Ben Amen.

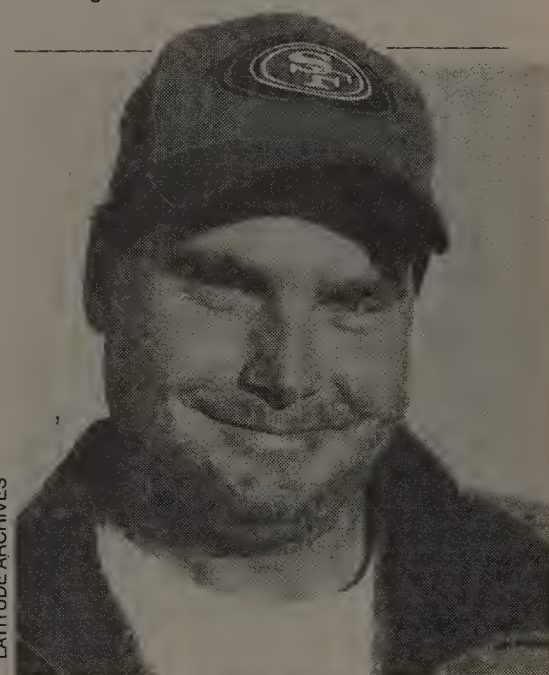
MIDDLE WEIGHT (150-200) — Jim Warfield.

HEAVY WEIGHT (200-up) — John Gilmour.

BULL THROWER — Jim Warfield.

TENDER TROT (junior novice) — Sean Kelly.

GREEN BOTTLE (no centerboard) — Pete Blasberg.



LATITUDE ARCHIVES

Best of the best — Vaughn Seifers won the all-new Champion of Champions.

SODA SPECIAL (under 21) — Annie Freitas.

TEAM — John Gilmour (captain), Ben Amen, George Granelli, Kate Hodges.

OYRA JR. WATERHOUSE (RYC; Oct. 9; 21 miles):

PHRO 1A — 1) **Acey Deucy**, J/44, Richard Leute. (2 boats)

PHRO 1B — 1) **Stop Making Sense**, Soverel 33, Dean Briggs. (2 boats)

PHRO 2A — 1) **Enhcante**, Beneteau 42, Jacoby/Barton. (1 boat)

PHRO 2B — No starters.

Pacific Cup Y2K Latest Entries ** — Sold Out!

Yacht	Type	Owner	Homeport
Ruby*	Moore 24	Dennis Rowedder	Santa Cruz
Wildflower*	Wylie Cstm. 27	Skip Allan	Capitola
TDB	Antrim 27	Todd Hedin	San Francisco
Gravity Storm	J/29	Michael Brockman	Vancouver, WA
Tournesol	Valiant 32	Joel Tuttle	San Francisco
Jole de Vivre	C&C 33	Douglas Kincaid	Santa Cruz
Hobie Gillis*	Hobie 33	Jim Johansen	Seattle, WA
Spirit Lesson	Express 34	Tim Kelbert	Santa Cruz
Oeno*	J/105	Tony Soter	Napa
Walloping Swede	J/105	Tom Kassberg	San Francisco
Sabertooth	J/105	Mike Eagan	Tiburon
Odyssey	Hunter 35	James Rummonds	La Selva Beach, CA
Ta Mana	Trisbal 36	H. Bernard Quanté	Philadelphia, PA
Hooligan	Carter 37-T	Tom & Barbara Saul	Tacoma, WA
Marishanna	Wylie 38	John Freeman	San Francisco
Alicante	Sabre 38	Randy Pauling	Geyserville
Oil	Beneteau 40.7	Clayton Craigie	Hong Kong
Cayenne	Passport 40	Michael Moradzadeh	San Francisco
Total Eclipse	Kalik 40	Karen & Gary Rossow	Portland, OR
Skai	Islander Pet. 40	Mark & Linda Meison	San Francisco
Victoria*	Cal 40	William Partridge	Richmond
Promotion	SC 40	Chuck Hawley/Team WM	Santa Cruz
Solution	SC 40	Fred Hibberd	San Francisco
Free Spirit	Jeanneau 40	Club Nautique	Jackson, CA
Mossie Estelle	Hinckley 40	Robert Cart	Unknown
Roam	Young 12m	Malcom Brown	Santa Cruz
Cha-Ching	B-H 41	Scooter Simmons	Belvedere
Tango	Beneteau 40CC	Howard Raphael	San Francisco
Glamal	Sydney 41	Seth Radow	Marina del Rey
Scorpio	Wylie 42	John Siegel	Santa Cruz
Terminator	Serendipity 43	Mary Swift	Oakland
Viktoria-Dawn	Spencer 44	Cortney & JP Hollstrom	Portland, OR
Del Cielo	Freedom 45	J. Fraser & J. McCreer	Santa Cruz
Kiwi Coyote	E-14	Robin & James Stewart	Auckland, NZ
Locomotion	Andrews 45	Melinda & Winslow Lincoln	Dana Point
Stardust	Wylie 45	Peter Anderson	Laguna Beach
Tin Man	Barnett 47	Ned Fidler	Seattle, WA
M-Project	J/N 50	M. Moshayedi	Newport Beach
White Eagle	Gulfstar 50	Harley Gardner	Phoenix, AZ
Zamazaan	Farr 52	Wong & Weghorn	San Francisco
Kokopelli 2	SC 52	Lani Spund	Santa Cruz
Ingrid	SC 52	Bill Turpin	Santa Cruz
Marda Gras	SC 52	Marda Phelps	Seattle, WA
Triumph	SC 52	Tad Dietrich	Scottsdale, AZ
Warpath	SC 52	Fred Howe	San Diego
Andiamo	Davidson 55	Andrew Taylor	Wellington, NZ
Pegasus	Andrews 70+	Philippe Kahn	Santa Cruz
Grand Illusion	SC 70	M. Gary Baugh	Santa Barbara
Rage	Wylie 70	Steve Rander	Portland, OR
Marishiten	N/M 93	Bill Hogarty	Alameda

* = Doublehanded Entries

** = Entries 50-100; See October issue (pg. 199) for first 50

MORA 1 — 1) **Family Hour**, Olson 30, Bilafer Family. (1 boat)

MORA 2 — 1) **Latin Lass**, Catalina 27, Bill Chapman. (1 boat)

MULTIHULL — 1) **Ja Mon**, F-25c, John Kocol. (2 boats)

SHS — 1) **Saltshaker**, Peterson 39, Steve Hanson. (1 boat)

COLLEGIATE RANKINGS (as of Oct. 10):

COED — 1) St. Mary's; 2) **USC**; 3) Dartmouth; 4) Navy; 5) Tufts; 6) MIT; 7) Georgetown; 8) Old Dominion; 9) Harvard; 10) Charleston; 11) Hobart/Wm. Smith; 12) **UC Santa Barbara**; 13) Boston College; 14) Vermont; 15) **Stanford**; 16) Boston University; 17) **Hawaii**; 18) Connecticut; 19) Coast Guard; 20) Brown.

WOMEN — 1) St. Mary's; 2) Tufts; 3) Harvard; 4) Boston University; 5) Hobart/Wm. Smith; 6)

Dartmouth; 7) Old Dominion; 8) **Stanford**; 9) Charleston; 10) MIT; 11) Brown; 12) **USC**; 13) Queen's; 14) Georgetown; 15) Boston College.

SOUTH BAY YRA FINAL RESULTS:

DIV. A (big spinnaker) — 1) **Elusive**, Express 37, Dick Desmarais. (5 boats)

DIV. B (big non-spinnaker) — 1) **Jet Lag**, Catalina 34, Roger Roe. (5 boats)

DIV. C (little spinnaker) — 1) **Sundancer**, Hunter 34, Bob Carlen. (6 boats)

DIV. D (little non-spinnaker) — 1) **Spirit**, Cal 20, Vincent Swerkes. (5 boats)

PAIGE/LOGAN (StFYC: Oct. 16-17; 5 races):

STAR — 1) Howie Shiebler, NYCC, 9 points; 2) Bill Buchan, CYC, 22; 3) Peter Vessella, StFYC, 23; 4) Will Baylis, StFYC, 24; 5) Mark Reynolds, SDYC, 26; 6) Scott Bimmer, BYC, 29; 7) Jeremy Davidson,

ABYC, 29. (14 boats)

MERCURY — 1) Jim Bradley, StFYC, 10 points; 2) Doug Baird, FresYC, 13; 3) Dick Clark, StFYC, 17; 4) Pax Davis, StFYC, 19; 5) Chris Messano, BSSA/ABYC, 27; 6) Brendan Bradley, StFYC, 28. (11 boats)

FALL SCORE FINAL RESULTS (SCYC: 9 races):

SC 27 — 1) **Ciao**, Andy Carson, 17 points; 2) **Cruzin**, Barry Hopkins, 33; 3) **Sumo**, Jim Livingston, 45. (9 boats)

MOORE 24 — 1) **Nobody's Girl**, Syd Moore, 24 points; 2) **Moorgasm**, Niles/Josselyn/Watts, 34; 3) **Ngellew Fejj**, Shana Rosenfeld, 36. (7 boats)

SANTANA 22 — 1) **Insanity Cruz**, Mark Langer, 17 points; 2) **Tara**, Jim Samuels, 21. (4 boats)

ROUND THE ISLANDS (SFYC: Oct. 17; 14 miles)

1) **Mr. Natural**, Etchells, Bill Barton; 2) **Sigwart**, Star, Jeff Allen; 3) **Liquid Chicken**, Etchells, Jock MacLean; 4) **Blue Chip**, Farr 40, Walt Logan; 5) **Eclipse**, Express 37, Mark Dowdy; 6) **Yucca**, 8-Meter, Hank Easom; 7) **Casey Jones**, Melges 24, Don Jesberg; 8) **Fast Friends**, Santana 35, Ray Lent; 9) **Topgallant**, Newport 30, Frank Hinman; 10) **QE 3**, Tartan Ten, Tom Perot. (39 boats)

ISAF MATCH RACING RANKINGS (as of 10/22):

OPEN — 1) Peter Gilmour; 2) Sten Mohr; 3) Bertrand Pace; 4) Magnus Holmberg; 5) Jesper Bank.

WOMEN — 1) Shirley Robertson; 2) Paula Lewin; 3) Klaartje Zulderbaan; 4) Dorte O. Jensen; 5) Betsy Alison.

JESSICA CUP (StFYC: Oct. 23; 8.7 miles):

DIV. I — 1) **Santana**, S&S 55, The Kaplans; 2) **Barbara**, Alden 50, Robert Klemmedson. (2 boats)

DIV. II — 1) **Brigadoon**, Herreshoff 65, Terry Klaus; 2) **Nightwatcher**, Chapelle 50, The Godshalks; 3) **Makani Kai**, Angelman 40, The Inouyes; 4) **Black Witch**, Winslow 32, Craig Swayne. (4 boats)

DIV. III (Farallone Clipper) — 1) **Quessant**, Frank Buck; 2) **Credit**, Bill Belmont; 3) **Pamperro**, Owen/Newell; 4) **Echo**, Jack Coulter. (4 boats)

Race Notes

Wailing Banshees: The **Banshee revival** is in full swing up on Folsom Lake, with 15 of these semi-prehistoric 13-footers on the line for FLYC's Fall Regatta on September 25-26. Local sail-maker **Charles Witcher** took first, his Santana 20 partner Charlie Hess was second, and Greg Rogers was third. The growth of Banshee racing in Northern California has encouraged the members of Fleet One (Folsom Lake) to consider resurrecting their national championship next summer, possibly in conjunction with an existing event such as the High Sierra Regatta.

Curious about the origins of the Banshee, we found the following on the web: "**Richard Reid**, a retailer in Foster City, designed the Banshee in 1969. He had been building Flying Juniors which had been winning races. The Sunfish was out, and Richard thought there was room for a mass-market boat a bit more substan-



LATTITUDE/ROB

tial. He used the hull shape of the FJ as his model, making a few minor modifications. The first fleets were in Foster City and at the San Jose SC."

First notice: The kinder, gentler **Kenwood Cup 2000** (shortened to 8 buoy races, a 55-miler, and the 148-mile Molokai Race) is scheduled for July 31-August 9. Presently 10-12 **Farr 40s** are

Riding the 62-year-old needle: Laurence Pulgram (foreground) and the 'Yucca' gang during SFYC's always-fun Round the Islands Race.

expected, as this will be considered their Pacific Region Championship and the K-Cup team rules may be modified to require a Farr 40 on each country's three-boat squad. The San Francisco **J/105 fleet** has asked for a separate class in the Kenwood

Cup, which apparently will be granted if they can field at least eight entries. Jaren Leet, who is spearheading the J/105 effort, seems optimistic that this will happen. Other boats expressing early interest include several new IMS 50-footers, two or three Farr 60s, and two new Farr 52s. Contact race director Ken Morrison at (808) 946-9061 for more info.

South of the Border: Southwestern YC's 62-mile **Little Ensenada Race** — the easiest of all the Mexican races — was even slower than usual this year. The CM 1200 *Eclipse* topped the 82-boat fleet, sailed by Tim Batcher without owner Bill Bannasch on board. Doug Baker's Andrews 70+ **Magnitude** took line honors in the slow time (for them) of 9 hours, 13 minutes. See *Box Scores* for more.

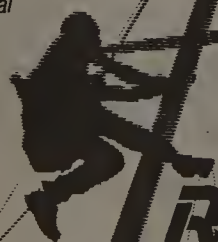
Next up on the Cerveza Circuit is Long Beach YC's **Mazatlan Race** on November 13. Last we heard, only four boats had signed up — not really enough for a meaningful race. . . San Diego YC's Puerto Vallarta Race ("**PVY2K**") is expected to attract a much bigger fleet for its February 15-19 starts. This race, unlike Del Rey YC's odd-year version, mercifully cuts off first 100 miles of the course (i.e., the fickle

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THE RACING

waters inside Catalina) as well as the last dozen miles in Banderas Bay (it ends off Punta Mita). Unlike past years, PVY2K will end at the Paradise Village Beach Resort in Nuevo Vallarta. Call SDYC at (619) 221-8400 for more info. . . The venue will switch to Marina Vallarta for the following week's **MEXORC**, which has been expanded an 8-race, 1-throwout and one layday format again. Call Frank Whitton at (610) 225-8033 for more info on MEXORC.

Sale boats of the month: Jake Cartwright, owner of Tag Aviation in San Mateo, has ordered a new **WylieCat 30**. . . Two new **SC 52s** were sold at the recent Annapolis Boat Show, one of which is going to a Michigan owner and the other to **Bob and Bonnie Fraik** of Tiburon. The Fraiks are moving up from a Beneteau 352 and will use the new 52 almost exclusively for cruising. . . Five new J/105s have been sold in SoCal (two in Del Rey, two in San Diego and one in Newport), as well as three more J/120s (San Diego, Del Rey, Newport) and a J/160. The latter boat, hull #21, was sold to 36-year-old NHYC member Jim Madden. He has named the boat **Stark Raving Mad**, and



COURTESY MEDAL PRO

has the distinction of being the first boat to sign up for PVY2K. . . A Polish team headed by Roman Paszke has bought the famous maxi-cat **Explorer**, which achieved her greatest fame in '93 when she broke the mythical 80-day round-the-world barrier (Jules Verne Trophy). Paszke intends to enter the soon-to-be-renamed boat in The Race, now just 14 months

Vicki Sodaro and her 'Tiburon Soccer Mom' crew were fifth (not sixth as reported last month), in the Women's Rolex Regatta in September.

away.

Ascend descending: Bob Gay's new pre-preg carbon Open 50 **Ascend** was just shipped down the hill from Jim Betts' shop in Tahoe to KKMI, where it is being put together. Look for the Jim Antrim-de-



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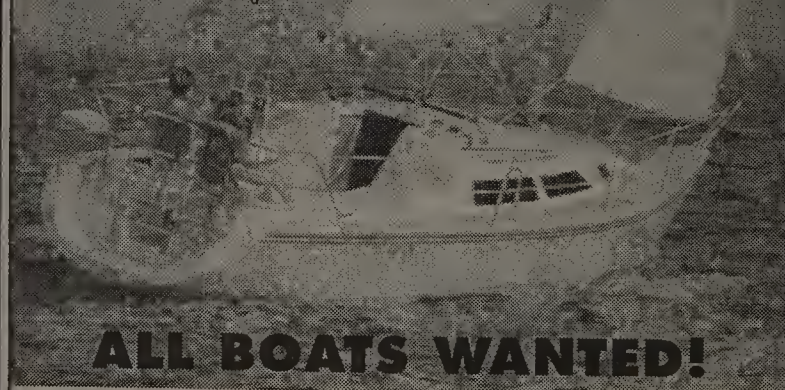
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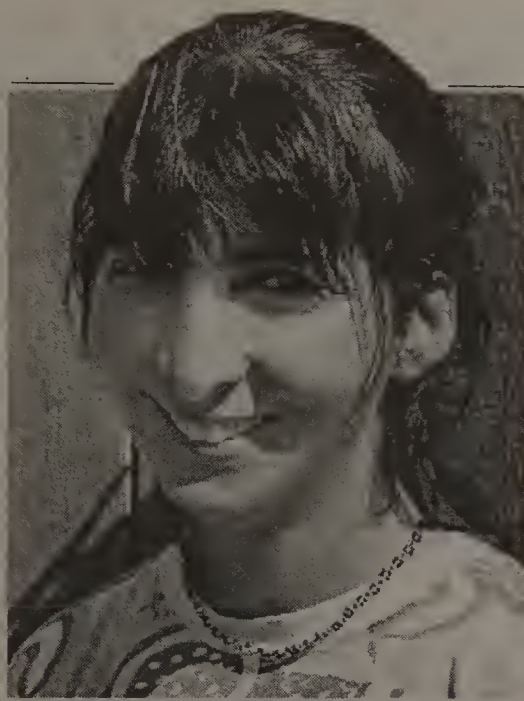
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CRISIS AT HOME INTERVENTION CENTER

igned white rocketship to be sailing on the Bay in early November. Gay appears to be on target for next fall's solo Vendee Globe, the toughest ocean race on the planet. Meanwhile, Bruce Schwab's Wylie-designed Open 60 **Made in America** is under construction at Steve Randers' yard in Portland. Could it really be that the Bay Area will have two boats sailing in the Vendee Globe?

Speaking of Antrim, several more **Antrim 27s** are now loose in the world — including new ones in Florida, New Hampshire and Lake Tahoe. Meanwhile, **Todd Medin** and wife **Liz Baylis** of San Rafael have ordered Antrim 27 hull #19, which should be delivered in time for Christmas. The couple is moving up from their Dogpatch 26 *Moonshine*, and intend to sail the Antrim in the Pacific Cup with either three or four people on board, quite probably including designer Jim Antrim.

By golly! **Bruce Golison's** excellent 16-year-old Long Beach regatta will be held on June 23-25. New this year will be co-



LATITUDE/ROB

We finally caught up with Synthia Petroka, who mastered the 'Iron Woman' over Labor Day Weekend. She toils at UK Sails in Alameda.

sponsor Boatscape.com, as well as a new race co-manager, Peter Craig's Premiere Racing (which also runs Key West Race Week). The regatta, whose new name will be **Boatscape.com/North Sails Race Week**, will feature new one design starts

for Olson 30s (nationals), J/105s (proposed SoCal championship), Santana 20s and Etchells. They'll join last year's one design fleets (Farr 40, J/120, Schock 35, Melgi) and a healthy PHRF contingent. "The additional resources will enable our regatta to continue growing, both in size and stature," said Golison. "It will also ease the enormous time commitment, which has come at the expense of my family."

Grand prix circuit: Italian sailor Vasco Vascotto won the **J/24 Worlds** in Genoa, Italy, last month. Italians claimed eight of the top 10 spots, with the 'top foreigner' award going to Tim Healy (Newport, RI) in fourth. . . The first leg of the windy **Mini-Transat** is over. Defending champ Sebastian Magnen was first into the Canary Islands by seven hours. Only about 45 of the 70 original starters are expected to carry on in the second leg to Guadeloupe. . . Quokka Sports has announced that it will provide live website coverage of the **BT Global Challenge**, the backwards round-the-world one design race that starts from San Francisco next September. Check out www.btchallenge.com.

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THE RACING SHEET

Sir Chay Blyth, the man behind the BT Global Challenge, recently unveiled his next grand adventure — the 9,730-mile **Open 60's L'Atlantique Challenge**. Set for the summer of 2001, the five-legged tour (Brittany to Wilhelmshaven, Germany; west to Portsmouth, England; over to Fort Lauderdale; up to Baltimore, back to finish at St. Malo) for crewed Open 60s will offer a \$1 million purse.

Random notes: Upon rescoring, **Vicki Sodaro** moved up a place to end up fifth in September's Rolex International Women's Keelboat Championship. Equally impressive were her 2.5-day cross-country blitzes towing her J/24 back and forth to Newport, RI. "It was a long way to go for six races," said Vicki. . . The **Aldo Alessio Race** on October 1 was a windless bust, with all three competitors (*GI*, *Taxi Dancer*, *Mongoose*) bailing out "after 24 unexciting hours" at Monterey. No word yet on who was declared the '99 ULDB 70 season champ. . . JY-15 national champ John Mollicone of East Greenwich, RI, won US Sailing's **Champion of Champions Regatta** in Augusta, GA, last month. George Szabo



The coolest car at the StFYC last month wasn't a Benz or a BMW. It was this thing, which has a Folkboat bow attached to its rear end!

of San Diego came in second in the 20-boat JY-15 fleet. . . U.S. medal winners at September's **IBM Sydney Harbour Regatta**, a full-scale tune-up for the Olympics, were **Jeff Madrigali** (Soling silver),

Paul Foerster (470 silver), Tracey Hayle (470 silver), **Mark Reynolds** (Star bronze) and Jonathan McKee (49er bronze).

Road to Sydney: As we went to press the **U.S. Olympic Trials** for five classes were still underway in Florida. Eighty-sailors are competing, and as usual familiar names are rising to the top. After seven races, **Paul Foerster** (the '92 FL Silver medalist) and Bob Merrick appeared poised to win the men's 470 group, while **JJ Isler** and Pease Glaser are ahead in the women's 470s. The 49ers are coming down to the wire as a battle between the **McKee brothers** and **Morgan Larson**, **Kevin Hall**, with either team strong enough to medal at Sydney. Veteran stand-up sailors **Mike Gebhardt** ('92 silver medalist) and **Lanee Butler** are leading their respective peers in the Mistral divisions, but boardsailing has been in a steady decline in the U.S. the last few years and our trophy hopes in these two classes seem slim. The rest of the Olympic Trials will occur here next spring, a great opportunity for Bay Area sailors to observe or get involved. Look for more on the Olympic Trials next month.

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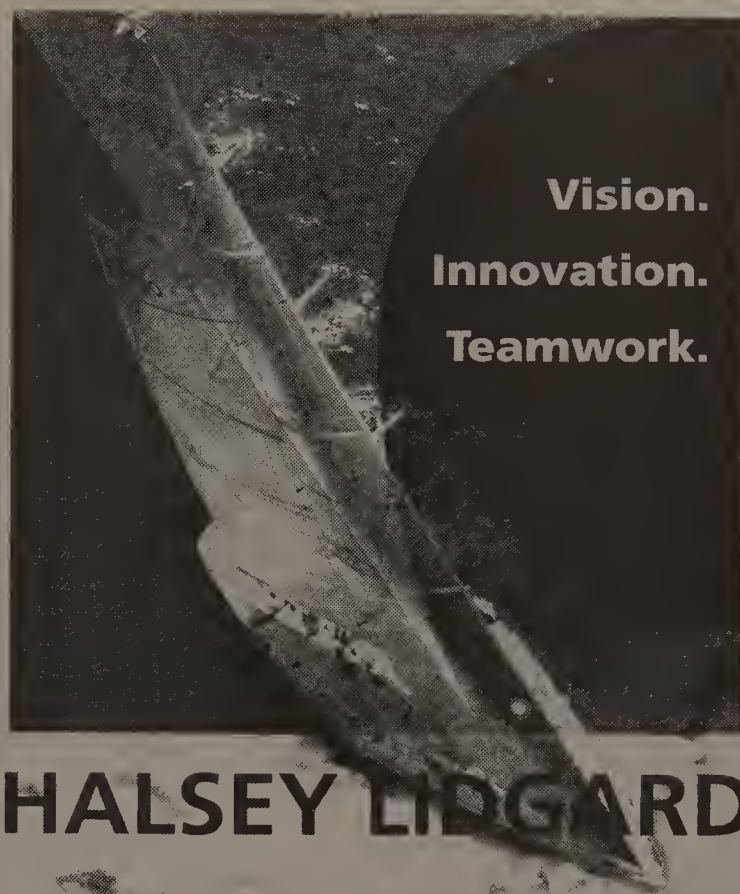
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With reports this month on **Choosing a Caribbean Charter Venue**, **An American Invasion of New Zealand**, and miscellaneous **Charter Notes**.

Caribbean Dreaming (Part I): So Many Choices

Deeply entwined in the California psyche is a love of sunshine and the great outdoors. But since most of us don't get to enjoy 'Baywatch weather' 12 months a year — if ever — it's no wonder our state is a major market for Eastern Caribbean tourism.

Among the hords who flock to those tropical latitudes each year, especially during the winter months, are sailors in search of not only a sun tan, but ideal trade wind sailing conditions and clean, clear water. Here in the Bay Area, where 'layering' is the watchword of every outdoor enthusiast, it's hard to imagine a place where you never need to wear more than a t-shirt — where you could sleep comfortably all night on a bed of soft coral sand without so much as a windbreaker.

True, the Eastern Caribbean cruising grounds are a long way away, but not nearly as far as the prime sailing regions of the South Pacific. From San Francisco, it's possible to get all the way to the Virgin Islands, or destinations 'down island' such as Antigua, in one long day. The hard part is deciding which of a half-dozen cruising grounds to sail in.

Throughout the Eastern Caribbean there are well-maintained, late-model bareboats to choose from as well as a vast collection of luxury crewed yachts that

Below: Ah, St. Barths, the little French gem of the Leeward Antilles. Favorite isle of rock stars and royalty, you'll love it too. Seen here is Baie St. Jean. Right: On the back roads of Antigua, oldtimers still travel 'the old-fashioned way.'

can accommodate two to 12 guests. With unlimited time and money, the ultimate getaway would be to spend perhaps six months exploring every island group along the 600-mile chain from Puerto Rico to Grenada — and even then, you'd have a hard time seeing all there is to see. So, assuming you only have a week or 10 days — and we'd strongly recommend you spring for at least 10 days, if possible — which area should you pick?

The choice comes down to a few key criteria: Do you require fine dining and nightlife, or do you prefer chowing down with the locals in humble, thatch-roofed beach bars? Do you like to be close to mainstream tourism infrastructure such as duty-free shopping, or do you avoid it like the plague? Do you like short-hop sailing between nearby anchorages, or do you relish the challenge of open-water passages between major islands. And finally, do you have a preference for English, French, Spanish or Dutch cultures?

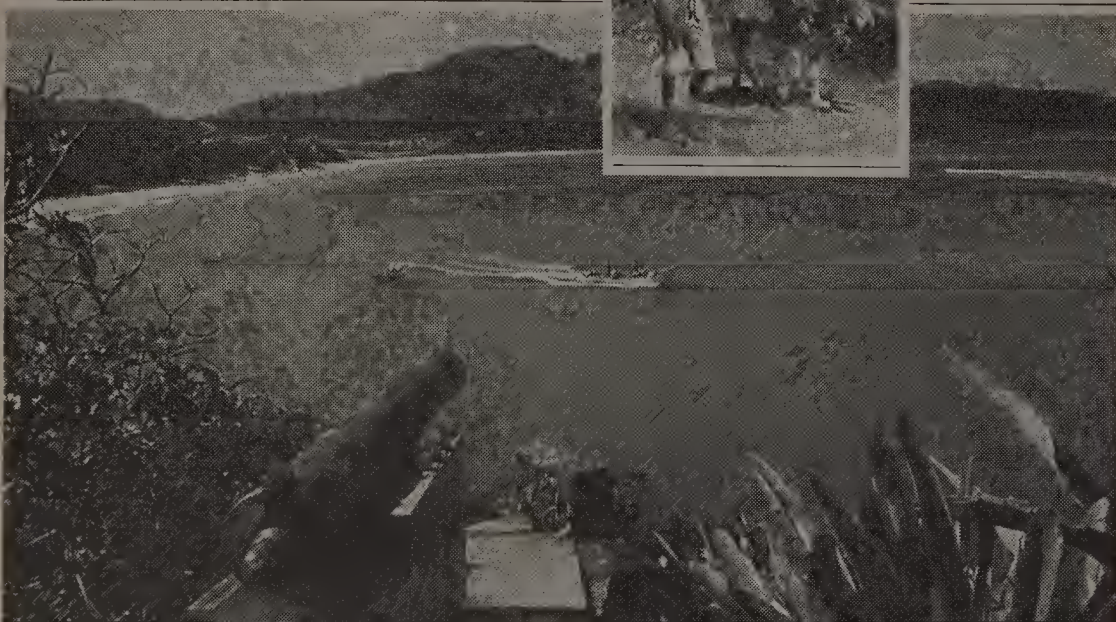
The latter issue touches on the rich cultural heritage of the Caribbean basin. If you remember your world history, you know that the Caribbean isles were considered to be hot properties during the early days of colonization, when the French, English, Spanish, Danish and

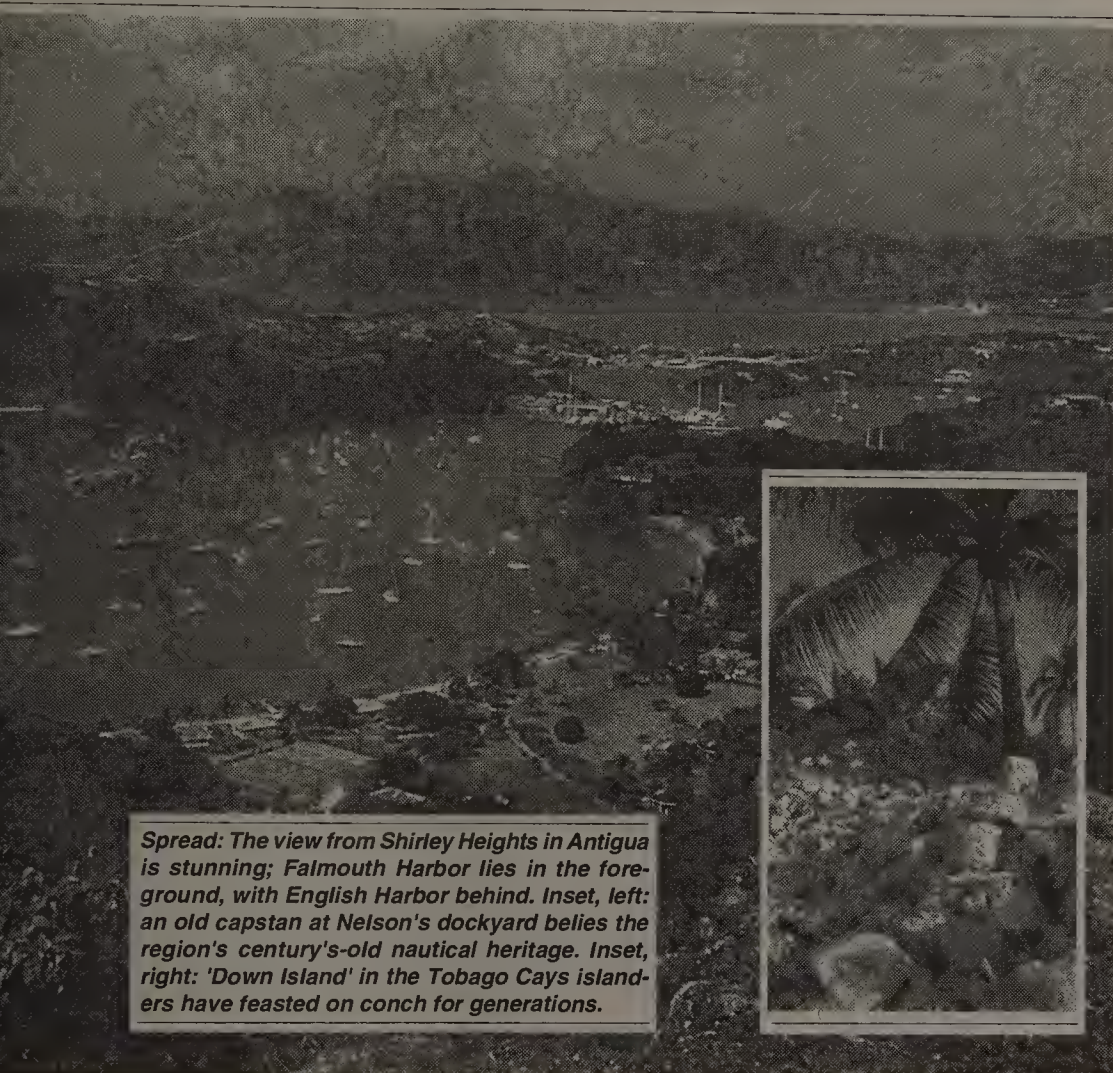
Dutch all vied for footholds in the new world. Caribbean plantations were booming while many American colo-

nies were still in their infancy. Indeed, crops and supplies from the Caribbean helped fuel the Revolutionary War effort. In the 1830s, slavery was abolished in the islands — a full 30 years before Lincoln's Emancipation Proclamation — which set the stage for the independent status which most Eastern Caribbean islands enjoy today. Whether they are sovereign nations or dependencies of a mother nation, however, every island in the chain maintains strong cultural traditions rooted in the colonial era.

Laid out in a broad crescent, each isle in the Lesser Antilles group was born of the same volcanic origins. Geographic similarities aside, though, each island, or cluster of islands, is dramatically different from its neighbors. So then, let's take a spin down the chain from north to south and look at the arguments for choosing one venue over another.

You may not have heard the name Spanish Virgin Islands before. It was coined several years ago to describe the area east of Puerto Rico and west of St. Thomas, USVI, when Sun Yacht Charters opened a base at Fajardo, on Puerto Rico's east coast. Sun introduced the idea of do-





Spread: The view from Shirley Heights in Antigua is stunning; Falmouth Harbor lies in the foreground, with English Harbor behind. Inset, left: an old capstan at Nelson's dockyard belies the region's century's-old nautical heritage. Inset, right: 'Down Island' in the Tobago Cays islanders have feasted on conch for generations.

ALL PHOTOS: LATITUDE/ANDY

ing one-way charters from the U.S. Virgins, downwind to Puerto Rico (roughly 45 miles). Culebra and Vieques are the two large islands along the route, neither of which receives any mainstream tourism whatsoever. Clusters of smaller, uninhabited islands along the way make this region enticing for those who want to do a bit of exploring and snorkeling on a path less traveled. Adding sparkle to this mix, however, is the option of browsing for bargains in St. Thomas' famous duty free shops at the beginning of your trip, and/or taking in some of Puerto Rico's diverse attractions (it is the largest island and economic hub of the Eastern Caribbean) such as a visit to its primeval rain forest or a stint in cosmopolitan San Juan, with its fine restaurants that often feature cuisine from old *España*.

The U.S. bought the U.S. Virgin Islands from Denmark for a song (\$25 million) back in 1917 and the Danes have been kicking themselves ever since. Like Puerto Rico, these islands comprise a U.S. territory, but their cultural heritage is completely different. Spain never ruled them, but both Britain and Denmark did. The eastern half of the Virgin Islands archi-

pelago has long been known as the British Virgins Islands or BVI, which, as any astute reader of yachting magazines surely knows, is the most popular chartering area on Earth.

Although the U.S. islands have their charms — especially St. John, which is primarily a National Park — the lay of the land in the British Virgins makes it absolutely ideal for short-hop chartering. With only a mile or two between anchorages, you can literally touch several islands in a single day. Fifteen years ago, when the local government realized that chartering could grow into a key element of this British Protectorate's 'one-crop' tourism economy, it approved a vast system of overnight mooring buoys for charter boats which has kept anchor damage to reefs to a minimum. Virtually all of the territory's pristine underwater realm is a protected marine sanctuary.

Ashore, marine-related infrastructure has become dramatically more sophisticated in recent years, yet development in general has increased at a very cautious pace. And, we're happy to report, there are still anchorages with no development at all, where solitude rules supreme.

Sea conditions are calm due to the sheltering effect of the outer islands in

the cluster, the easterly trade winds blow steadily, as advertised, and there are hundreds of boats to choose from. All these elements conspire to attract both Europeans and North Americans year round. For first-time charterers, the BVI is the hands-down favorite.

Continuing along the crescent to the southwest, lie the Leeward Antilles, and further south the Windwards. Each region has two or three island groups ideally suited to chartering by either bareboat or crewed yacht. We'll touch on the highlights of each of them next month in Part II of our 'island cruise'. Until then, keep on pipe dreaming and squirreling away those charter vacation bucks.

— latitude/aet

Cruising New Zealand's Hauraki Gulf: An American Invasion

Since all eyes are on New Zealand this month with the start of the Challenger Series, we thought it an appropriate time to introduce you to another aspect of the island nation's appeal: yacht chartering. Bay Area author Marlene Allen shares the highlights of her trip there last spring.

On March 4, the Kiwis on the North Island of New Zealand must have thought a brigade of Americans had arrived to take

A trip to sparsely-developed St. Kitts and Nevis is like traveling back through time. Hand-hewn sailing craft still transport interisland goods.

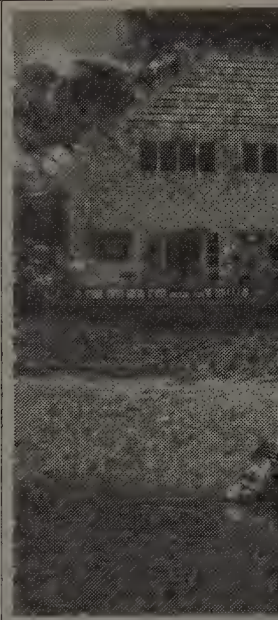


LATITUDE/ANDY

over their Island and steal back the Cup. But no, it was just 180 members of CCA, (Cruising Club of America) coming to pick up their thirty-five charter boats and participate in their CCA National Winter Cruise. Popular Bay of Islands was too small a cruising ground for this group, hence the choice of the Hauraki Gulf was made by the San Francisco Station which organized and did all the planning. It was a masterful job, headed by Cruise Chairman Bob Van Blaricorn and his committee, who spent a year checking out harbors, coves, and islands to fit this group — no easy task.

Used to chartering a few boats for a week at a time, the Kiwis were somewhat bowled over by the number of boats we required during one ten-day period — virtually every bareboat in the area. Apparently they needed our dollars to campaign for the Cup, however, so arrangements were quickly made with The Moorings in Bay of Islands, Sunsail and Sail Connection in Auckland, and Island Rover in Gulf Harbour.

Gulf Harbour was where the water became... a little muddy. The two Americans who ran Island Rover had accepted deposit money from CCA members — including us and Monty Cochran of Santa Barbara — then disappeared into the night with *all of Island Rover's money*. Talk about leaving a bad wake! This left many Kiwi boat owners, as well as the hopeful CCA charterers, in the lurch with



very little time before the start of the Cruise.

But the Kiwi boat owners came through for us. The fleet consisted of Beneteaus, Oceanis, catamarans, a Farr, a Sun Odyssey, a 73-ft poweryacht, a 12.7m Power Cat, and a 72-ft motorsailer. One member also cruised on his own J/160, while another locally-based member sailed aboard a 48-ft cutter.

We picked up our chartered 40-ft catamaran, named *Hibiscus Star*, in Gulf Harbour, which lies several hours northwest of Auckland, on the tip of the Whangaparoa Peninsula. The owner rode with us to our rendezvous with the rest of the fleet at Auckland's Westhaven Marina, literally 'showing us the ropes' along the way.

The first night all 180 sailors, wives, significant others, kids and grandkids, met at the Royal New Zealand

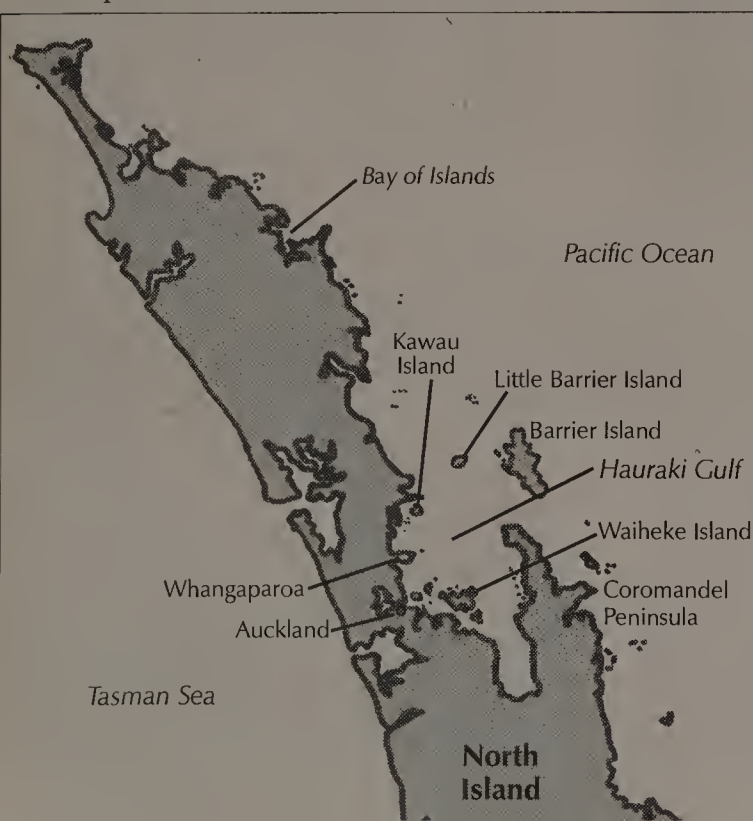
Clockwise from upper left: Idyllic Kowau Island; a Royal New Zealand Yacht Squadron 'out station'; clowning at a beach BBQ; the fleet converged on normally uncrowded anchorages; Cruising Club enthusiasts, Marlene and Bob.

Yacht Squadron, holder of the Cup, for a fabulous dinner.

The next day the wind blew like hell. Some boats left for the first anchorage in Muddy Bay, Waiheke Island, but the rest of us waited until the following day to make the run under better conditions. We charged up the Hauraki Gulf like a freight train, sometimes making 10 knots. That was quite a new experience for Bob and me, who've owned a Morgan 41 for 23 years, and Monty Cochran who normally plies the seas in a 65-foot schooner. After the exhilarating sail we dropped anchor off Pakatoa Island, about two miles east of the west end of Waiheke Island. Soon the whole fleet covered the waters offshore, having safely avoided the submerged power cable and reef. The resort on Pakatoa provided an excellent meal for all of us hungry seamen.

The next day we rounded Pakatoa and saw a small boat high and dry on a reef. It still looked savable, and we prayed somebody soon would arrive to pull it off.

We set our course for Te Kourua Harbour on the Coromandel Peninsula, one of the prettiest anchorages in New





ALL PHOTOS: BOB & MARLENE ALLEN

Zealand. The hardest souls among us had a day of swimming, while others enjoyed a nap or a date with a good book.

Several Kiwi cruising boats came into the bay, gasped at the imposing anchored CCA fleet, and quickly left. We disproved their theory that it was the off season, and therefore the anchorages would be empty. We all met on the beach for cocktails, along with finger food provided by each boat's cook. While our boat crew stuffed their faces with goodies, sand fleas enjoyed their dinner on us.

Our next destination was Whangaparapara Harbour on Barrier Island. The wind blew right on the nose, lightened up, then quit. We turned on the iron jenny. This began to remind me of sailing in the Northwest and Alaska. Other cruisers went into nearby Tryphena Harbour to replenish beer supplies. Both the above harbors had good holding ground in sand, surrounded by beautiful pastoral scenery.

The next day the crew of *Hibiscus Star* headed for the Broken Islands, an interesting and safe route on the way to Port Fitzroy. We went through Man O' War Passage, being careful to skirt the hidden Paget Rock in the middle of the channel which is awash at low tide. Our timing must have been doubly good, since there can be a two-knot current running

through there on a flood tide.

We anchored near Port Fitzroy's small community store to make our beer and New Zealand wine run, and to dump our trash. While our crew sampled the wine, other boats came into the pier for water and fuel.

The next day we motored two bays down to Kairara Bay, site of the next beach party. The heavens opened up and poured down buckets of rain. Actually, that was good news because it cleaned the salt off the windows. I did not say ports, because like a powerboat, this cat had big windows which exposed all the gorgeous outdoor sights without us moving anything more than our eyes. Toward the witching hour for the beach party — this time hosted by CCA Commodore James Pitney — the rain stopped. I guess even in New Zealand Commodores have clout.

It was now March 11, and we had been looking forward to sailing to Kawau Island on a beam reach. Wouldn't you know it! The rain swept away all the wind, sending it to Australia or somewhere. As a consequence, for the next 28 miles we endured the rumble of the engines.

We had been warned to watch for Maori Rock, not always easily seen, when approaching Kawau Island via the North Channel. It had a reputation for eating up boat bottoms. Bob Van Blaricom said it darn near snagged his boat, *Sea Bear*, when he was there years earlier.

The day positively bloomed with hot air as we skirted Maori Rock, watching suds sliding off the hard surface in little eddies. We dropped anchor in Mansion House Bay where Sir George Gray, the former Governor of New Zealand, had built an imposing home, surrounded by unusual exotic plants and imported wallabies.

We found good hiking trails near the home. The blue of the surrounding water almost hurt our eyes with its intensity. Woe to the sailor who forgets a hat and sun screen in this country, for his name shall be called Melanoma.

The next day we entered Bon Accord Harbour and re-anchored with the fleet in School House Cove in front of the Kawau Island Yacht Club. KIYC is an outstation of the Royal New Zealand YS. This

harbor fairly bursts with boats during high season because of its natural beauty and proximity to Auckland. KIYC provided a great barbecue, increasing the size of everyone's waistline.

Our final day, March 14, ended in Gulf Harbour Marina, backing in to the permanent slip where our charter had started. Others in our group were assigned berths for their boats so they could whoop it up at the final dinner at the Gulf Harbor Yacht Club. Prior to the festivities, however, it looked like a lemming run when everyone piled off their boats and made a beeline to the marina showers.

Suffice it to say we loved sailing the Hauraki Gulf off the North Island of New Zealand, with its many secluded anchorages. Due to hidden rocks and changeable weather, however, it was one of the more challenging areas many of us had sailed in — and we are all experienced cruisers.

Ah, those clever Kiwis, living in the 'land of the long white cloud', will really give the U.S. teams a run for their money in the big Cup races. After watching a couple of match races, we came home to pray, and tell people to contribute more money to our American campaigns.

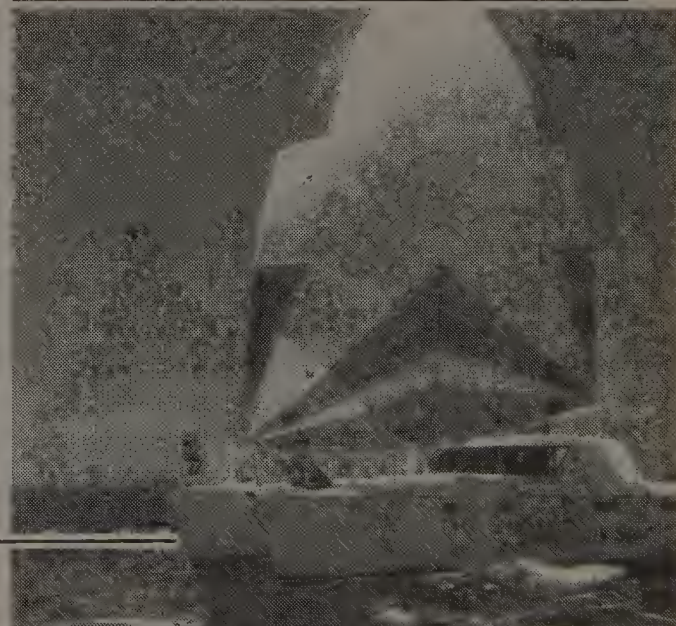
— marlene b. allen
mill valley

Ed. note: Marlene recently published a book about her cruising adventures titled Running with the Tide.

Charter Notes

One or two new boats seem to enter the Bay Area charter scene every year.

Breezin' along aboard 'Hibiscus Star', formerly of Island Rover Yacht Charters.



WORLD OF CHARTERING

Some soon fizzle, while others endure. We have a feeling **Mark Sange's** new custom C&C 48, *Incognito*, will fall into the latter category. Mark is a long-time charter hand who spent 10 years running luxury charters in Greece and Turkey aboard *Serena*, a 62-ft sloop, and most recently ran a popular San Francisco-based water taxi (which he recently sold).

In addition to Mark's track record, the fact that he's going after a new niche will put him in good stead against the competition. His idea is to target stress-out workaholics who know they need a change of pace and introduce them to the therapeutic affect of bashing to windward at 20 knots with the lee rail buried. "I consider myself to be a personal trainer rather



Longtime charter skipper Mark Sange has a new ride, 'Incognito', and a new specialty: using sailing as an antidote for workaday stress.

than a sailing instructor," says Mark, "and I'm offering a **money-back guarantee**." After sailing to weather with him aboard *Incognito*, he guarantees they'll step off onto the dock **stress free**. This ex-IOR racer is available beginning this month for six passenger charters, with hands-

on participation being a key component. Call Cap'n Mark at (415) 868-2940 or e-mail captainmarco@hotmail.com.

Elsewhere in the local charter trade, **Rendezvous Charters** new 95-ft schooner, *Bay Lady*, has finally arrived on the scene after a harrowing ride across country from Maine atop a specially outfitted

trailer. We're still trying to pry the gory details out of co-owner **Drew Harper**. Suffice it to say, he'd have been better off to sail her around via Panama — even in winter. Call (415) 543-7333 for charters.

Speaking of transitions, popular Bay Area charter skipper **Alan Olson**, is taking a respite from the biz, having sold his 1929 schooner *Marmel* earlier this summer.

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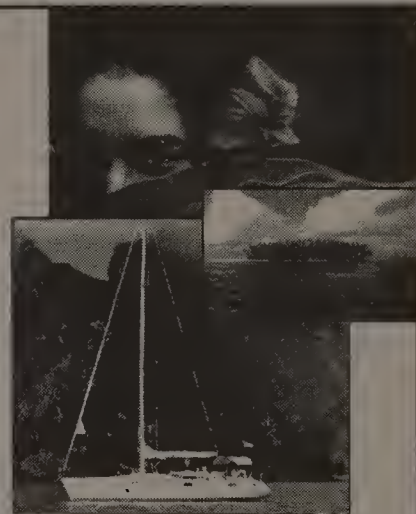
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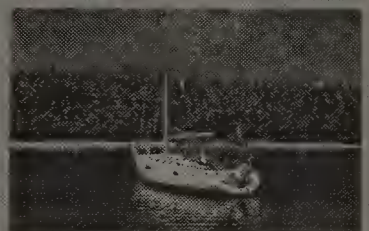
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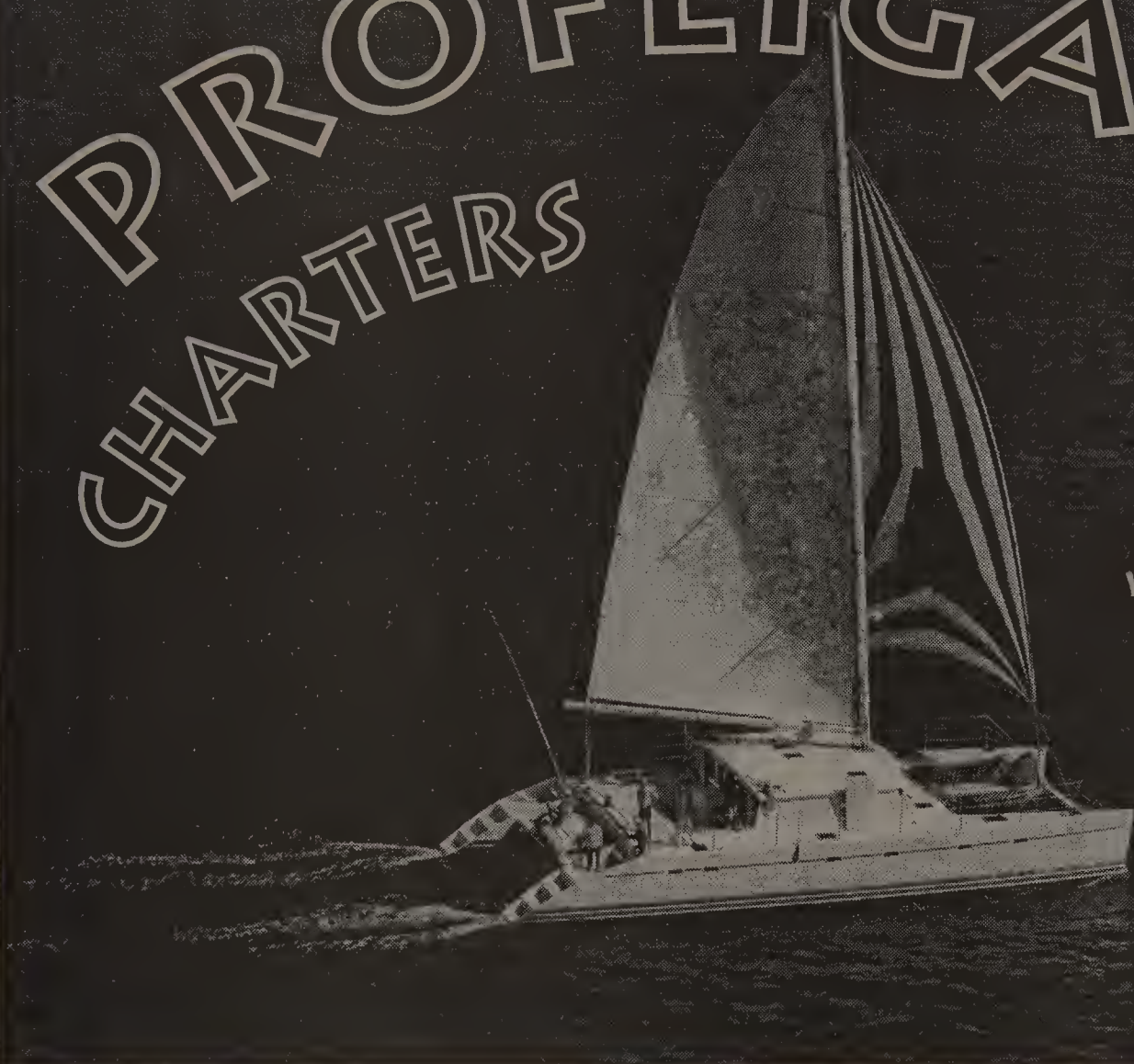
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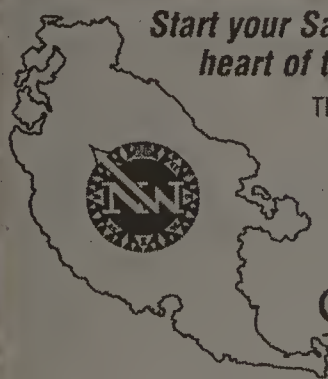


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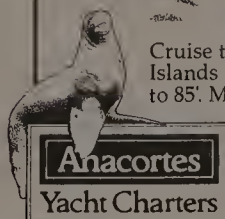
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CHANGES

With reports this month from **Inverloch** in the southwest Pacific on good times and thefts; from **Tahirih** on Costa Rica's Cocos Island; from **Santana** on buying a catamaran in France and sailing her to the U.S.; from **Dreamer** on a possible last season — and a tempting offer — in Malaysia and Thailand; from **Chesapeake** on running from and living through hurricane Floyd; from **Annapurna** on the joy of Fiji; and **Cruise Notes**.

Inverloch — 50-ft Gaff Yawl **Uwe & Anne Dobers** **Brisbane, Australia** **(San Francisco)**

As residents of San Francisco who needed a break from the foggy Bay, we flew to Australia in 1998. After much searching, we found a boat that matched what we were looking for: a 50-foot gaff-rigged motorsailer. After a few months and a good few thousand dollars, we departed Darwin in September and headed northeast toward Indonesia.

Fearing the tumultuous political climate in Indonesia more than the weather, we had no idea how it would be. It turned out just fine, as most of the troubles were in faraway Jakarta. We visited mostly remote islands, and in many cases the residents were unaware of the troubles. In any event, after spending three months in the Malukan Chain, we were no less than intrigued by Indonesia. The country has many mysterious hidden paradises and antiquities, so we were more than content to explore.

Our next stops were Irian Jaya to the east, and then Micronesia's beautiful Palau further to the north. Based on the fees, it would be fair to say that Palau doesn't encourage cruising boats to visit. The fee for entering — and valid for just

Uwe and Anne hoped to sail their 50-ft gaff motorsailer from Australia to California, but a number of thefts changed their minds.

one month — was \$300. We were also required to pay a \$50 water tax, \$20 to visit each state, and \$10 for a fishing license in each state. Those alone put a deep hole in our cruising budget! And it didn't get much better, as our outboard was stolen from our dinghy. The police were no help at all, basically saying that the crime wasn't worth investigating.

Just before we reached Chuk (Truk), we lost the tip of the main mast, jib, and furler in the midst of a squall. While later anchored in peaceful Weno Harbor in the state of Chuk, we were boarded by local pirates at 0400. Among other things, they stole all our papers, passports, and credit cards. Once again the police weren't interested. When we were again robbed at Pohnpei, our next stop, the thieves left the boat in a terrible mess. Having had enough, we decided to abandon our plan of sailing back to San Francisco, and retreated to Gladstone in May of '99 to think things over. We've decided to put the boat up for sale, buy another boat in the States, and start our cruise from here.

Before the start of our adventure, we talked about acquiring a gun for self-defense. We decided against it — primarily because all the regulations would have made it so difficult. However, there were times when we would have been glad to have had a weapon to ward off potential pirates. Where does one draw the line for safety? Should adventures in such islands

include such threats, or do we have the right to protect ourselves and our property? We would still be a little hesitant to carry weapons, but are interested to know what other cruisers think.

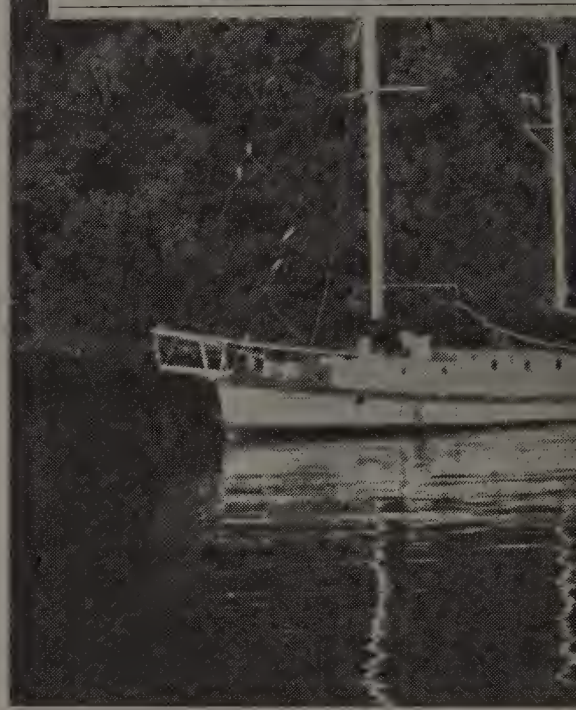
In order to be brief, we have omitted many fantastic experiences. Despite our troubles, it was really a terrific cruise. Indonesia, in particular, was great and we would not hesitate going back.

— anne & uwe 08/06/99

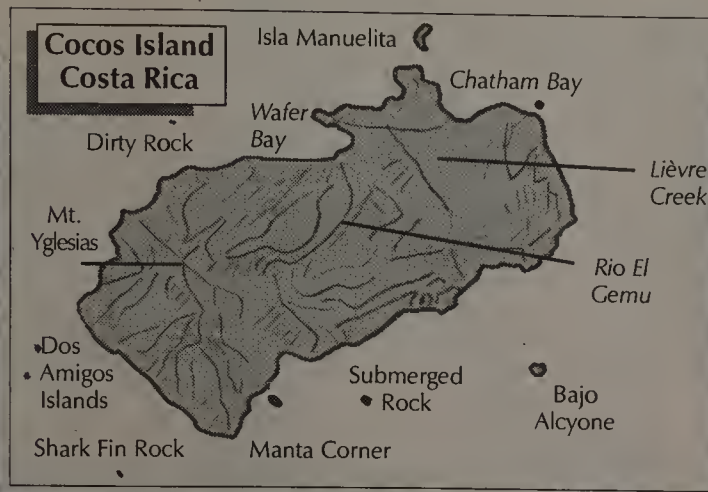
Tahirih — Hardin 44 **Gerrie & Chris Blomfield-Brown** **Cocos Island, Costa Rica** **(Bainbridge Island, WA)**

Last month we wrote about thieves breaking into our boat in southern Costa Rica and stealing and/or damaging many of our valuables. As a result, we said that it was only with hesitation that we could recommend Costa Rica to other cruisers. This month we're happy to report we have much nicer things to say about a different part of Costa Rica — Cocos Island.

Although off the beaten path — 275 miles west of the mainland and only a



"INVERLOCH"



PHOTOS BY 'INVERLOCHY'; MAP BY LATITUDE/CHRIS



Spread; Uwe and Anne at Palau, Micronesia. Inset left; 'Inverlochy' in the sling at Darwin, Australia. Inset right; Costa Rica's Cocos Island.

minuscule dot on the atlas — small and uninhabited Cocos Island has nonetheless been the subject of outsized attention for centuries. Everything from rumors of buried treasure, to tremendous sealife, to fabulous fauna and flora have attracted adventurers, scientists, and cruisers to the island. Having had the privilege of visiting such a memorable place, we'd like to recommend it to others.

We'd hoped to sail most of the 280 miles from Bahia Herradura in the Gulf of Nicoya to Cocos Island, but that dream was soon abandoned because of a combination of little or no wind, frequent squalls, and powerful current. If the passage was a little disappointing, the destination wasn't. Mysterious and majestic, Cocos Island seemed to suddenly appear out of the chapeau of clouds, covered with what appeared to be multiple shades of green velvet. Soon we could distinguish some of the over 100 waterfalls that send water tumbling down the steep, lush cliffs

before it flows into the pristine Pacific.

Before we could anchor in the calm waters of the Bay of Chatham, two park rangers in a *panga* directed us to one of the moorings. They courteously explained that the moorings were not only safer for our boat, but also less damaging to the underwater life. Dressed in kahki uniforms bearing the island's logo — a hammerhead shark — on the back, the two officials handled the paperwork without any undo formality. We could sense their pride in working in what they described as "the best national park in Costa Rica".

The rangers' commitment to the preservation of the island makes them take a hard line with law-breakers. They told us that not long before we arrived they had confiscated a cruiser's inflatable and fishing equipment for violating the prohibition on fishing. In order to keep the food chain balanced, the rangers explained, fishing is not permitted within 8.5 miles of the island. Indeed, most people come to see Cocos' thriving marine life underwater — not served as an appetizer.

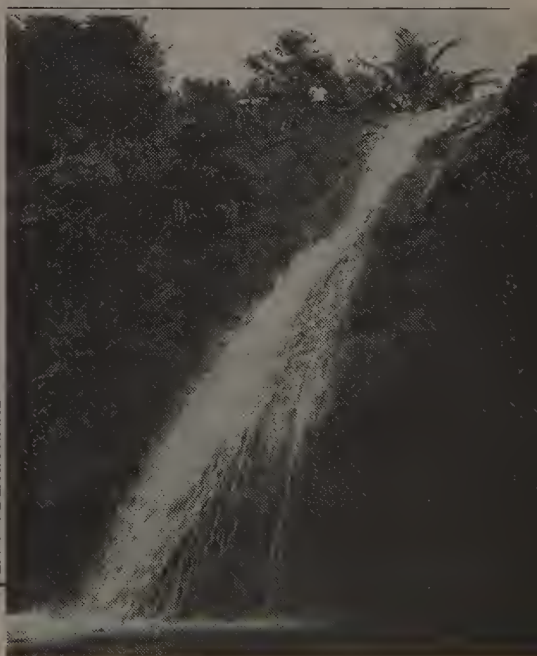
Cruising friends had warned us over the SSB about the high price of admission to this Costa Rican National Park and

World Heritage Site: \$15 person/day and \$15 boat/per day. But nobody had mentioned that we'd also be charged \$4/person/day for diving. Alas, all beautiful things have their price. Anxious to take full advantage of our visit, we decided we'd begin diving early the following morning.

To end our introductory afternoon, we visited the small ranger station facing the mooring buoys, where we met Elwig, a young and enthusiastic ranger. He encouraged us to hike to Wafer Bay before we left, so we could visit the main ranger station which is beautifully built of teak. He also pointed out a few rocks which had been meticulously carved as many as 180 years ago by intrepid captains and crews who'd come in search of hidden fortune. The treasure of *Lima*, representing the wealth from conquered forts in Peru and Chile, was supposedly buried on Cocos by Britain's Admiral Cochrane sometime between 1820 and 1826. The booty has never been found, however, and only fairly recently has the Costa Rican government put a stop to the Swiss cheese-like drilling.

As anticipated, we found the diving to be excellent, with fine visibility and much to see. One of the most impressive moments was our first encounter with a group of hammerhead sharks. Even though we'd repeatedly been told that they would ignore us if we behaved accordingly, it was still a thrilling experience. No, we weren't watching an Imax movie; this was real, with pairs — and even schools — of sharks passing swiftly by just meters away. Enchanted by such a unique experience, we made additional dives on each of the remaining four days we were there. While still captivated by

This waterfall isn't at Cocos, but the island has over 100 similar to it. Is there anything sweeter to a sailor than lots of freshwater?



LATITUDE/RICHARD

CHANGES

the sight of the hammerheads, we also marveled at the schools of white and black tip sharks as well as the huge manta rays.

Our hike from Chatham to Wafer Bay was periodically challenging — especially right after heavy rainfalls. After admiring some of the carvings — and notably Cousteau's unforgettable *Calypso* symbol — it seemed as though we were headed straight up to the clouds. When we reached the ridge, the trail leveled off and zig-zagged through all sorts of vegetation. The cloud forest offers unusual beautiful views — and many examples of epiphytes, bromeliads and orchids.

While visiting the main ranger station, we were shown a miniature *papier mache* replica of the island — and told the story of a warplane that had crashed into the side of Cerro Inglesias, the island's tallest peak. Elwig told us there was a trail leading to the crash site — although it was overgrown in some areas and not obvious in others, and therefore not very safe. When he told us that a tourist who started the hike several years ago had never returned, we were even more eager to go.

We began our hike to the ill-fated B-24 early in the morning. We were guided by pink plastic ribbons tied along the way — which gave the experience the atmosphere of a treasure hunt. Our favorite company and guardian angels on the way were the whistling Paloma de Espiritu Santo, which are pure white doves that liked to flutter over our heads. The vegetation was dense, calling for frequent use of our machete. Shaped by the whims of nature, the uneven terrain demanded all our attention. It was even more of a struggle going downhill — especially where the grass was too thick for us to know where we were stepping and where there was no longer a trail.

Every time we stopped to catch our breath or to snack, we were amazed at the unimpenetrable-looking landscape that lay before us. But with the peak finally in sight and the assumption that the plane was half-buried on the flank of the small mountain, we maintained a sustained rhythm. But suddenly we were facing the second and last sign to the site, announcing the few last hundred meters of narrow downhill trail — partly washed out by a series of streams.

The wrecked plane was scattered all about. If you made an effort to clear parts of the jungle, you could find all kinds of pieces of the plane and her gear — including the faded U.S. colors on one of the wings. But the jungle owned the remains now. A memorial, with both pro-

pellers and parts of the fuselage, had been made in a tiny clearing. Elwig later told us that Swiss family members of some of the five dead soldiers had hiked to the site a while ago to pay their respects.

We enjoyed our self-guided tour, trying to figure out the puzzle without disturbing the sacred veil surrounding the scene. We hiked out and back via the Cerro Iglesias summit, where we signed the log. As we made our way to Wafer Bay, we discussed coming back again someday to retrace our steps.

We were given a rather unconventional ride from the ranger station back to our boat. Kalib, one of the rangers, told us to keep our hands inside, and soon had us flying through a tunnel that was no less than 100 yards long and facing the offshore swell! The rangers assured us not many visitors got such a thrilling ride to end their day.

After thanking our friends and exchanging last good-byes, we prepared for departure back to the mainland of Costa Rica — with two extra crew, as two of the rangers needed to get back home. After 45 days on the island, they were anxious to see their families again. Two fresh work-

Inset left; Gerrie and Chris of 'Tahirih'. Spread and inset right; Tom and Joyce Boyton and their Catana 411 'Santana' in Bermuda.

ers would be arriving aboard dive boats, along with food supplies, to take their places.

There was never a dull moment on the Cocos, where it was easy to find both serenity and action, as well as mystery — and maybe a mirror of what the world used to be. What a memorable getaway!

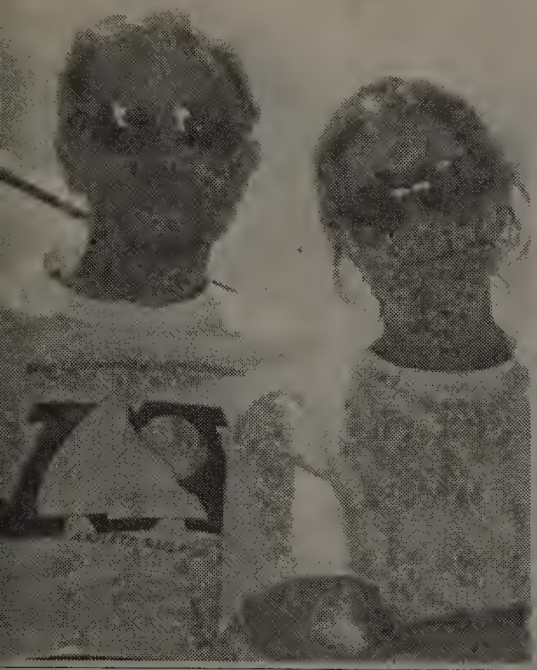
— gerrie & chris 10/1/99

Santana — Catana 41 Tom and Joyce Boyton Monohull To Multihull (San Francisco)

Joyce and I sailed out the Gate and turned left in the fall of 1988. It wasn't entirely *Latitude's* fault, but you weren't blameless either. Although we've since changed oceans and boats, we still keep 'San Francisco' on the transom. Actually, we keep it on the stern quarters rather than the transom, as we currently own a catamaran.

We now want to cruise to Cuba. Again, it's largely *Latitude's* fault. We keep thinking of the old-time privateers who were issued 'letters of marque' legalizing their illegal activities. What are the chances we





INSET LEFT, 'TAHIRIH'; SPREAD AND INSET RIGHT, 'SANTANA'



could get documentation from *Latitude* certifying us as journalists? We would be willing to supply text and pictures for such bureaucratic air cover. You would probably want to know more about us, and your readers might want to know more about cruising in a modern production cat. So here goes:

Our previous boat was *Rosie*, a Nordic 40, which we purchased through Paul Kaplan at City Yachts. We had her outfitted for our Mexico voyage by Hank Easom in Sausalito shortly before he closed up shop. I mention these people to indicate that we had become accustomed to being well-treated by sailing professionals who knew what they were doing.

Anyway, we left the Gate in '88 and spent two seasons in Mexico. After bringing *Rosie* back to Southern California, we did some land cruising and then trucked our boat to the Great Lakes. The lakes are probably not on the cruising itinerary of many *Latitude* readers, but if they should find themselves in the area, I believe their only serious disappointment would be with the short length of the season. The Great Lakes have beaches and rock-bound coasts, major metropolitan areas and private gunkholes, and full-service marinas. There are no marine mam-

mals in the lakes, but we have seen deer, moose and had a bear swim past the cockpit. A swan once attacked the boat because she was afraid our cat was a danger to her cygnets. The call of a loon in a deserted anchorage sends shivers up my spine.

Unfortunately, the good season in the Great Lakes is less than three months long. And for at least five months you must worry about the water turning hard on you. In five seasons we cruised four out of the five Great Lakes — and then travelled down the Erie Canal to Annapolis. The following year we did a season in Maine.

For a few years we'd been trying to find a new, larger boat. Unfortunately, we'd developed a number of personal prejudices and had become quite attached to *Rosie*. Therefore, it was difficult for us to find another boat that would satisfy us. We did put a deposit on a 50-foot Sundeer-like design that TPI proposed to build. When ours turned out to be the only deposit, Ev Pearson cancelled the project.

As our boat search became more frustrating, I began to widen the field and consider multihulls. I had to keep this to myself, however, as all Joyce knew about multihulls was that they capsized and people died. End of discussion. But I kept looking. I found fast trimarans, but they had limited volume for accommodation. I also found 'condo cats' with luxurious accommodations, but they had a reputation for poor sailing ability. Nonetheless, I also became convinced that a properly designed and built multihull would be as safe offshore as a good keel boat.

While wandering around on my own at the '97 Annapolis Show, I explored the multihulls — and had an epiphany! I met Chris White aboard his Atlantic 42 design and discovered daggerboards! They meant we could have the generous accommodations of a cat — and still point higher than a reach. I also discovered the rebuttal to Joyce's worries about flipping over: in extreme circumstances a catamaran might capsize — but she shouldn't sink.

The next day Joyce and I went looking at catamarans together. The Atlantic 42 is a beautifully built boat that not only looks like she would sail well, but has a very credible reputation for doing so. Unfortunately for us, she has the galley down — we wanted ours up on the bridgedeck. She also is an unusual design with the cockpit forward of the pilothouse. With the benefit of experience, I now under-

stand the logic of the cockpit forward — although it would not be my choice. But then it just looked weird.

Next door to the Atlantic 42 was the only other cruising catamaran with daggerboards, a Catana. The next day we went for a brief test sail. The following week we flew to France for a more rigorous test sail — and then signed on the dotted line. Obviously we're not wafflers. I'd put the deposit on my own SC 27 the day after I helped a friend check out the sail inventory in his new SC 27.

So everybody understands our perspective, we like to sail as opposed to motor. For example, when I helped that friend check out his SC 27, we didn't want to go to the trouble of putting the outboard back on to get into the slip, so we just sailed her in — backwards. When I bought my SC 27, she came with a Johnson 6 hp outboard and a full six-gallon tank of gas. Even though I took the boat out about twice a week, there was still original gas in the tank when I sold her two years later. While I never sailed the Nordic into her slip, we have picked up moorings while under sail. And when my dad and I did the 'Baja bash' back to San Diego, we sailed almost the entire way.

Is the Catana 411 as maneuverable as keel boats? No. However, she sails well enough so that we only used 40 gallons of fuel from Madeira to Bermuda when coming across the Atlantic. The cat's small jib is very easy to deal with, but the main is huge — and the back half of the boom is difficult to access due to the semi-permanent bimini. As I write this, a sailmaker is retro-fitting the main with the Dutchman system in hopes of making it easier to use.

A sistership to 'Santana' streaks across the grey waters of the Med, kicking up spray. She doesn't tack quite as smoothly.



CATANA YACHTS

CHANGES

Poor access to the main has been a problem. In 10 years with *Rosie*, I can probably count on the fingers of one hand the number of times we left harbor without raising the main — even if we were going to motorsail. But on the *Catana* in the Bahamas last winter, we frequently moved between anchorages without uncovering the main because it is so much work. However, it's very easy to reef and shake out a reef.

Tacking singlehanded on a keel boat such as *Rosie* was a piece of cake, because all the necessary sheets, winches, wheel/tiller and so forth were within easy reach of one spot in the cockpit. On our cat, it's at least 15 feet between the port and starboard jib sheet winches. Our *Catana* also has a peculiar triangular mainsheet arrangement that utilizes two separate mainsheets — one leading to each corner of the stern beam. This allows for good control of leech tension and of the boom during a gybe, but it requires a lot of easing out of one sheet while hauling in on the other — when the two mainsheets winches are 10 feet apart! If there is a graceful way to let one jib sheet out and pull another in, and one main sheet out and another in — while steering the boat quickly through the wind and steady up on a new course singlehanded — we have yet to figure it out.

On the other hand, it's a joy to deal with the spinnaker. We have been known to fly the spinnaker while leaving the main covered because it's easier to deal with the chute.

When we ordered the boat, we did not want the usual layout which maximizes *'Santana's'* pilothouse, salon, and *'up'* galley are things that the Boytons have found very much to their liking.

the number of berths and heads. As such, our boat has one large head and three double berths. The starboard hull also had six feet of closet space, while the port has the ship's office — including a desk, book shelves, drawers and such. Joyce keeps her spinning wheel, loom and sewing machine in one cabin, and we still have a cabin left over for guests. There is so much space on our boat that we lose things!

The pilothouse/galley/salon is wonderfully comfortable and affords great visibility. With the autopilot controls inside, it's quite possible to stand watch inside the salon — except in crowded waters. In confined waters, I get good exercise running from the port wheel to the starboard wheel to make sure it's clear ahead on both sides.

One of the great features of a cat is that there is a convenient and logical place to stow a hard-bottom dinghy. Since the hulls extend aft of the wing deck, the davits are forward of the transoms, and the dinghy nestles safely between the hulls. Since it is so convenient, we are more likely to hoist the dinghy at night — reducing problems of bottom growth and theft.

We do not feel as confident in our ability to park the cat in an anchorage as we did with the *Nordic*. Part of this is because they told us that a Bruce anchor would not fit in the hawse pipe, so we had to settle for another type of anchor. (Late breaking news: We just got off the phone with the yard which rebuilt our cat after we got back from France. They say they should be able to get a Bruce to work with a slight modification to the hawse pipe. It's yet another example of how we feel the French blew us off. If anyone ever needs work done on a boat in Chesapeake Bay, we can heartily recommend Zahniser's at Solomon's Island. Do not expect a low-ball price, but do expect to have the work done right the first time.)

It's true that by having so much above the water and so little below, cats quickly drift downwind in a breeze. This makes it difficult to lay out chain evenly without dragging the anchor. Hopefully we'll learn to deal with this better.

In theory, the cat's shallow draft opens up many anchorage areas not available to keel boats. Practically, shallow draft keel and keel/centerboard boats often don't draw much more than four feet — and we're so paranoid about the fragility of our rudders and saildrives that we find ourselves competing for the same anchor-



age space with shallow draft monohulls. Speaking of sail drives, they make me nervous, as they seem like a weak link.

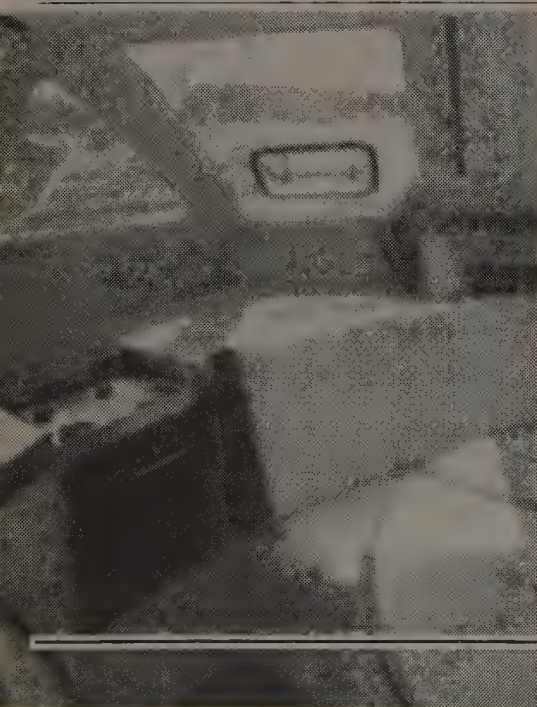
Overall we like the design of our cat. We've tried to make clear that sailing performance is important to us, and our cat does sail well. She's just not as nimble as a monohull and she's not easy to tack underway. She is, however, very comfortable both underway and at anchor, and Joyce virtually never gets seasick anymore.

Our biggest disappointment, however, has been the quality of the builder. We have hilarious — or maybe sad — stories about some aspects of the construction of our boat, but we won't bore you with our kvetching. Let us just say that *Catana* is not up to the customer satisfaction standards of Kaplan or Easom.

— tom & Joyce 9/15/99

Tom & Joyce — Having owned *Profligate* for two years now, we'd like to make a couple of 'cat comments':

1) We agree that the shallow draft of our cat hasn't meant that much to us, as we prefer a relatively large buffer between



CATANA YACHTS



DREAMER

First-time cruisers often go overboard carrying food, as no matter where you go, from Mexico to Turkey to Grenada to Indonesia — photo above — they've got the food if you've got the money. It's usually fresh and cheap, too!

the bottom and our rudders/daggerboards.

2) We have lots of faith in our saildrives and don't miss the traditional driveshafts and struts at all. Having two engines is great, not only for maneuverability, but because if one engine craps out at sea you've got a backup.

3) Our first sail on a big cat was aboard a Lagoon 57 with a self-tacking jib — and it made an enormous impression on us. We copied the self-tacking feature for Profligate and absolutely love it — as would you. Tacking consists of absolutely nothing but the helmsman turning the wheel!

4) Other folks with Catanas tell us that the twin mainsheets are an acquired taste — at best — and that access to the main is a real shortcoming. We don't understand it, but there must be some explanation.

5) As is the case with your cat, Profligate is a dream to reef — at least upwind. It's odd that this feature isn't emphasized

more.

6) We're surprised that you don't think your cat is very maneuverable or nimble. We're still rank amateurs compared to catamaran jockies such as Hans of Adventure Cat or Blair Grinoles of Capricorn Cat, but can pretty much make her do anything — particularly under power.

7) Maneuvering while anchoring and while at anchor is, we agree, another matter. Cats need lots of room to swing to windshifts and respond to gusts differently than monohulls — which is why we try to stay as far away from them as possible.

8) Our bottom line is that Profligate is the easiest boat to singlehand we've ever been on — which, of course, was the whole idea.

Oh yeah, Cuba. We had the opportunity to take Big O to Cuba as legitimate journalists — as long as we were willing to spend about \$10,000 on attorneys and six months dealing with our own government's red tape. Screw that! So we just went as normal civilians. Even though we were stopped and searched by the U.S. Coast Guard on the way to Cuba, we had no trouble with them or the Cubans before, during or after our adventure. And no wonder, it's perfectly legal for U.S. citi-

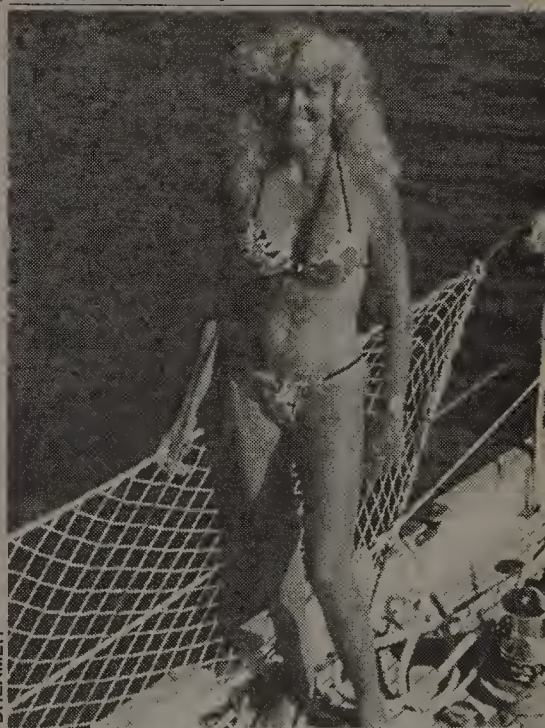
zens to sail their boats to Fidel-land. The only thing that's illegal is spending while you're in Cuba, because since 1963 that's been considered Trading With The Enemy.

Dreamer — Passport 40 Roger and Debby Cason Last Season Cruising? (Sausalito YC)

Here's an idea for *Latitude* readers: Why not buy our Passport 40 *Dreamer* and finish the circumnavigation we started back in '91? For \$1,150 round-trip — on Singapore Airlines, no less — you can fly to the boat in Malaysia, the country of contrasts. In the process, you can visit Kuala Lumpur, Georgetown on Penang Island — and even Singapore not too far to the south. After that, you can sail *Dreamer* among the many small Malaysian Islands near the duty-free port of Langkawi — which is just off the northwest coast of Malaysia.

When you've had your fill of the beauty and variety of Malaysia, you should make the two-day sail north to Phuket Island off the southwest coast of exotic Thailand. To even begin to comprehend the incredible beauty and sailing opportunities around Thailand, gaze through the book *Sail Thailand*. As hard as it might be to believe, the many beautiful photographs in this book are not misleading.

Many American yachtsies base their boats in either Phuket, Thailand, or Rebak Marina on Rebak Island near Langkawi Island, Malaysia. Not just for months, *After cruising in the South Pacific and Southeast Asia since '91, Debby Cason has an interesting proposal for you.*



DREAMER

CHANGES

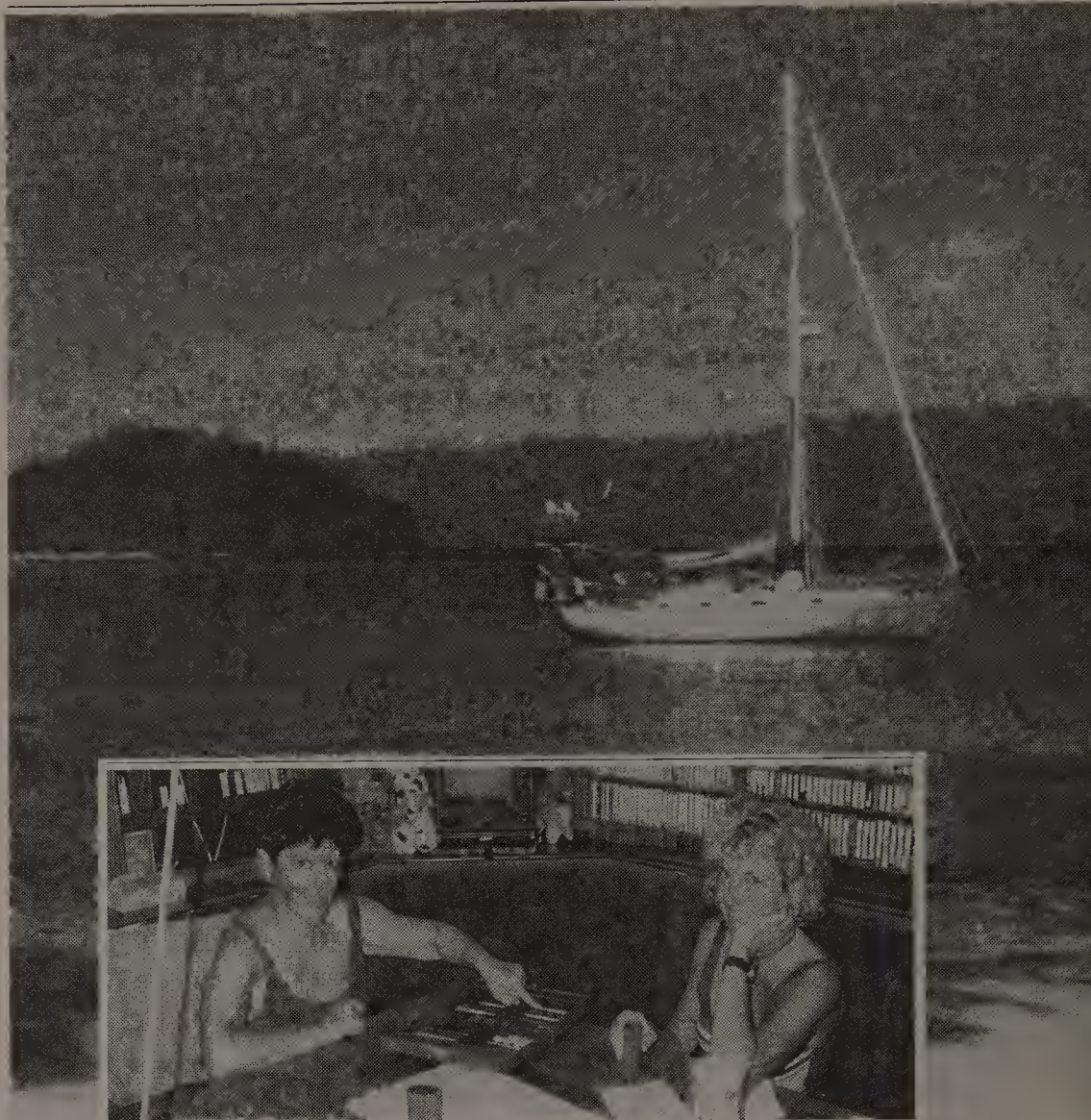
mind you, but for years. They sail among these splendid islands for six months — November through April — and then return to the United States for late spring, summer and early autumn. Then it's back to Thailand for another winter. Jim and Cheryl Beck, for example, are about to begin their 11th cruising season in Thailand this November aboard their Westsail 42 *Ptarmigan*.

Think the airfare would be burdensome? When purchased in Malaysia, our round-trip tickets on Singapore Air from Malaysia to Los Angeles cost just \$550! Yes, round-trip! So it's really cheap getting back home whenever you want to. Speaking of money, cruising in Malaysia and Thailand is remarkably inexpensive. We get along fine on just \$400 to \$500 a month — or about a typical monthly payment on a stuck-in-traffic SUV back in the Bay Area.

Rather than return to the States, some yachties prefer to stay in Asia during the winter months as well. A few sail to the pristine islands of the Maldives and Chagos in the Indian Ocean. If you play it right, it's downwind both ways! Most return to Thailand or Malaysia in August or September. Others cruise up to Kochin, India. From a base in Malaysia or Thailand, side-trips can be arranged to Burma, Laos, Vietnam, Cambodia, China, India — and even to Nepal to go trekking in the Himalayas. All for surprisingly low prices.

Now about *Dreamer*: Our Passport 40 has carried us almost halfway around the globe, including three safe and worry-free trips to New Zealand. We'd intended to complete our circumnavigation by now, but our cruising experiences have been so captivating that we've taken our time. As we've lived aboard *Dreamer* full time for seven years — and are heading back next week for another season — she's in excellent condition. As you might expect, she's completely outfitted for bluewater cruising and is waiting to greet new owners wanting to dance across oceans or explore the thousands of great anchorages in Asia.

Potential buyers — as well as those thinking about outfitting their own boats for cruising — might be interested in the gear on our cutter: Two GPS units; Furuno weatherfax; Raytheon 16-mile radar; 70-amp and 160-amp alternators mounted on the main engine; Village Marine 7/gal./hour watermaker; ICOM M800 single sideband radio and an ICOM 735 ham radio rig with an ICOM automatic tuner; Datamarine windspeed and wind direction indicators; three solar panels



Spread; 'Dreamer' on the hook. Inset below; Debby and Ruth of 'Annapurna' socialize aboard 'Dreamer'. Inset right top; Debby and Roger. Inset right bottom; In exotic Indonesia, the nose flute — no kidding.

(the wind generators were removed from the stern when the second alternator was installed on the Nanni Mercedes 42 horsepower diesel engine); five gel-cel batteries with a total of 800 amp hours; five anchors; a reconditioned electric reversing anchor windlass; 300-feet of brand new 3/8-inch high test anchor chain with 60 feet of 3/8-inch high test backup chain; four 300-foot lengths of 5/8-inch nylon anchor line; an 11-foot Lancer hyperlon dinghy with 15 horsepower Mercury outboard; a stainless steel arch holding the three solar panels and the hoist for the outboard engine; a cassette player and CD player; all galley equipment and linens. Whew, it's time for a new paragraph!

The sail inventory includes one mainsail; two genoas (150% and 105%) for use on the Harken roller furler; two staysails, a working staysail and a storm staysail; a storm trysail; and a spinnaker with a sock. In addition to being fully-equipped, *Dreamer* is an extremely comfortable, user-friendly boat with a fantastic galley. Her refrigerator and freezer were

totally rebuilt for tropical weather in 1994, and include movable shelves in the stainless steel refrigerator and rock solid freezing in the stainless steel freezer. They are powered by *Dreamer's* engine driven compressor.

It's just \$135,000 for this turn-key situation in the middle of some of the world's greatest and least expensive cruising. If the prospect this whets your appetite, e-mail us at: <rogdeb5@hotmail.com>. If we sell the boat, we're coming back to Colorado to build a home. If we don't sell her, we'll probably put her on the hard for a year or two, build the house, then continue on around.

— rog & deb 10/15/99

**Chesapeake — Catana 44
Marvin & Ruth Stark
Hurricane Floyd in New Haven
(Folsom)**

Ruth and I have been cruising the



ALL PHOTOS COURTESY 'DREAMER'



northeast United States — Plymouth, Boston, Salem, Marblehead, Martha's Vineyard, Nantucket, New Bedford, and other great places — for the summer trying to stay away from hurricanes. But then there was *Floyd*. Please bear with this disjointed letter, as I started it when we were still out in the peaceful islands, added to it from time to time, and finished it after *Floyd* — by then a Tropical Storm — passed over.

It was from New Haven a little more than 100 years ago — 1895 to be exact — that Joshua Slocum started his famous singlehanded circumnavigation. He was in his 60s when he restored the small wooden *Spray* and sailed her around the world. How he did it without modern electronics such as GPS and an autopilot is beyond me. In fact, it's our GPS and autopilot — along with the engines — that are doing all the work while I type this letter.

Speaking of GPS, when we returned from our vacation to California in early September, we set sail on a foggy morn-

ing and headed north. When we turned on the Garmin handheld GPS and the French GPS, neither of them worked! They'd quit on August 21 — like a lot of older ones. We were so accustomed to totally relying on the GPS that we weren't sure what to do — but we somehow made it up the coast. While reading *Latitude* a couple of days later, I learned that if we pushed two buttons at once, the unit would reset itself to zero and start over. The portable Garmin now works, but the older French fixed unit is still out of commission. With GPS units now so inexpensive, we'll just buy another as a backup.

Anyway, two of the more lovely places we visited were Martha's Vineyard and Nantucket. Both had lots of quaint houses with beautiful flowers and landscaping. Some of the streets in Nantucket were paved with ballast stones from old ships, and some houses had been built from ships' timbers. The whalers made a lot of money plying their trade, so some of the houses are very grand.

The Nantucket Whaling Museum was well worth a visit. The speaker stood beside a small whaleboat — surrounded by whaling paraphernalia such as harpoons, huge ropes, barrels, wood burning stoves, cauldrons, and fleshing tools — and told us about life on a whaling ship. The most evocative of all was the source of the term 'Nantucket sleighride'. He explained that it was the feeling whalers in a small boat got when they were being dragged through the water by a big whale. The ride could last for hours — or even an entire day.

The harbors at both the Vineyard and Nantucket have a constant stream of boats and ferries coming and going with tourists. Since everything has to be brought over from the mainland, prices are high. A mooring at Nantucket — just an old block of concrete with a chain on it — was \$45 a night. That's terrible, as I've paid less for cheap motels!

As I write this, we're motoring as fast as we can to make Fairhaven by nightfall — because we've been told that hurricane *Floyd* is on its way. Fairhaven is quite a ways inland, and has a hurricane wall and gate that closes off the mouth of the bay from the sea. Who would have expected *Floyd* to track all the way up the coast to New England?

It's the next day, and we're in Fairhaven/New Bedford taking refuge. Believe me, the news media has scared the hell out of us — and everyone else — with statements such as: "This may be the worst hurricane in a decade," and, "It

will be devastating." When Dan Rather gets all wound up, he and the other newscasters seem to compete to see who can make it sound the worse — and they just keep going. We've been listening to the radio and watching TV for four or five days now as *Floyd* has been moving up the coast towards us, and it's scary! The present forecast calls for winds of 74 to 90 mph with waves between 20 and 30 feet for tonight and tomorrow when the storm passes over.

As I type this portion of the letter, the wind is building to a howl. The eye isn't expected to pass over until midnight, when it will be particularly dark and scary. We're nervous, but are to the point where we just want to get it over with. Now they're telling us they are closing the hurricane gates at the mouth of the bay to try to alleviate the storm surge.

We are indeed fortunate to have elected to come into Fairhaven and to have found a spot. We are told that this is one of the safest places along the coast. All the fishing boats are in, million dollar yachts are rafted up to large fishing boats, and even one of the J Class yachts is anchored in the bay. We spent part of the day preparing our boat for the coming storm by removing the cockpit awning and roller furling genoa. We also doubled our thickest — one inch — docklines with several lines foreward and several aft to the old trawler we're tied to. We put out all of our fenders and battened everything down. I then spent some time aboard the trawler, reinforcing her docklines, moving fenders, and adding additional lines to the dock. Since we're rafted to the trawler instead of being tied to the dock, if the trawler goes, we go!

The other concern is that the tide is expected to be eight to 10 feet, and the trawler is tied to a fixed pier. We didn't want to tie any of our docklines directly ***Marvin and Ruth Stark stand in front of 'Chesapeake' while in St. Martin. They subsequently sailed up to the East Coast of the United States.***



'CHESAPEAKE'

CHANGES

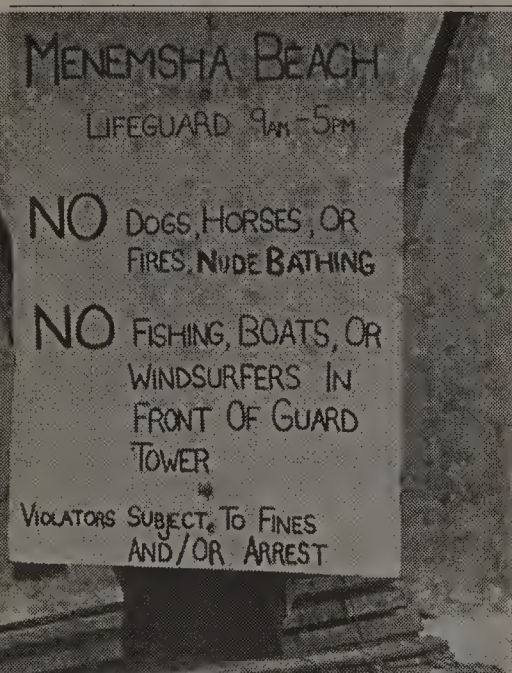
to the pier because we didn't want to end up in a position where our catamaran was holding the trawler to the pier, because I don't think our cleats were designed to hold a 40-ton boat. I'll finish this letter later and let you know if the real thing is worse than our anticipation. In any event, dinner is ready and I'm looking forward to the fresh apple pie that Ruth baked this afternoon.

It's now the 17th of September and we survived! We are very, very fortunate to have lucked into this spot, as we are tucked into an area that is protected on three sides by stout piers with very large boats tied alongside. And thankfully, we didn't get the full force of the wind or seas hitting our boat. The weather forecast had been accurate, as the wind really began to howl from the southeast at about 2100. It first sounded like a large freight train going full steam, then it built until it sounded like a bunch of jet fighters taking off! By midnight it was blowing 71 mph — as measured by the swank boat across from us. It eased off a bit around 0200, clocked around to the south, then howled some more. It's now 0800, the wind is peaking at 45 mph from the west, and it's cold. We expect winds in the 45 mph range for the next day or so.

In all honesty, what we experienced here was not a hurricane but rather a powerful Tropical Storm. I believe a Category 1 hurricane requires sustained winds in excess of 74 mph, while we only had sustained winds of 50 mph with gusts to 70 mph. It was enough to give us the idea, however, and we certainly don't ever want to experience a full hurricane.

My early morning inspection indicated

Even though hardly anything fun is allowed on Martha's Vineyard — no nude bathing, for god's sake! — it's still worth a visit.



LATTITUDE/RICHARD

that everything is all right. I'm glad that I added docklines to the trawler, because one old frayed line broke and the line I added took up the strain. The captain of the trawler just showed up for the first time! He thanked me.

That's about it for now. In a couple of days we'll head on down to Mystic Seaport, Newport, and Long Island — all the while listening to the weather report. By the way, would you believe that live lobsters are \$5/lb. here!?

— marvin & ruth 9/17/99

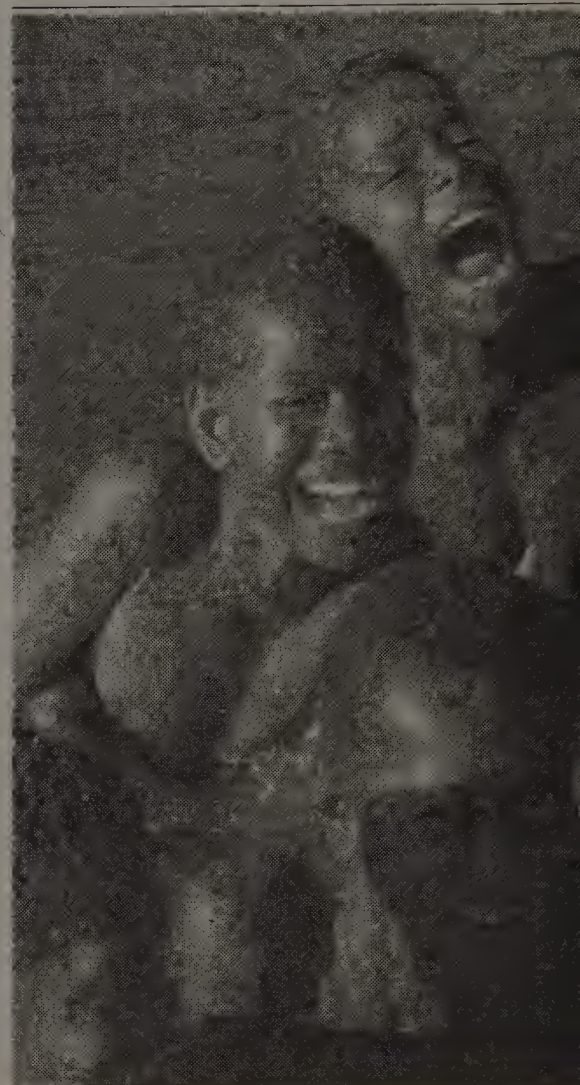
Annapurna — Hans Christian 48 Buddy and Ruth Ellison Season In the South Pacific (Sausalito)

We left the dock at Whangarei, New Zealand, on May 17 right after being cleared by Customs. Everyone was there from the marina to say good-bye, exchange hugs, and shed a few tears. A number of cruisers left with us that morning enroute to either Fiji or Tonga, and others were to follow within a few weeks. A handful decided to stay in New Zealand another year, which had been one of our previous plans, and one couple decided to sell their boat to pursue other activities.

After the nasty trip from the South Pacific to New Zealand last November, we were hopeful that the return trip to paradise would be downwind in 15 to 20 knots with following seas. We had no such luck, as we got pasted with 25 to 35 knot winds for the whole seven days and four hours it took to complete the 1,275-mile passage. Furthermore, we had cloudy skies and choppy seas. We endured saltwater over the side, over the top, over the transom, into the cockpit, belowdecks — and drips and leaks everywhere. One time I saw Buddy make a mad dash down the companionway — with a wall of water following him into the galley!

It was so wet that I had to tuck my computer and printer away, and couldn't even send e-mail — oh no! — during the trip. In a moment of stupidity — rare of course — I failed to tuck the computer away, so when a big wave slammed into the side of the boat, I watched the computer fly through the air before landing on the floor on its side. After I revived myself from my fainting spell, I checked — and it was fine! Hooray for tough Toshibas!

With the smacking, boarding waves,



sloshing seas, and constant barrages of water pelting the hull and cabin, *Annapurna* had her hands full. For example, the wave action under the boat caused water to spew out of the toilet and sink in the aft cabin! And anything that wasn't nailed down came crashing down. But our Hans Christian did well, kept us safe and relatively dry, and got us to Fiji with no problems.

Was the arduous trip worth it? Yes, it was! After all, we got to spend three wonderful months in Fiji.

Our landfall at Savusavu in April was very exciting, and we ended up spending three weeks there and in the surrounding anchorages with our good friends Roger and Debby on *Dreamer*. Savusavu seemed very familiar to us, and we savored our time there, provisioning, using the computer for Internet access, picking up the local Fijian charts we needed, eating out, and waiting for yachtie friends to arrive from New Zealand. Eventually we left and sailed northeast to some wonderful anchorages.

It would be redundant to describe our feelings about the bays, so let's just say that the bays in Fiji are the most beautiful we've seen so far, the local people are



DREAMER

More than anything, it's the people that make a place great. These smiling faces show why Fiji is such a favorite with cruisers.

nicer and more welcoming than anywhere we've been, the weather has been superb, the diving and snorkeling stupendous, and . . . well, you get the picture.

Viani Bay, the third one we visited, is a place we'd spent a lot of time when we first stopped by in '96. The Fisher family that owns the land are all still there. We went to church with the crew of the three other boats and were treated as royalty. Every person shook our hand after the service, and then they all gathered together for photographs. Jack Fisher, one of the sons on the island, took us all diving and later welcomed us to his property so we could do our laundry, have lunch, and swim.

While visiting these bays, we travelled with new friends from Norway, Sweden, New York, Seattle, and Mill Valley! We spent more time in each anchorage than we planned, and also took more detours to visit other islands. We were always searching for white sandy beaches, friendly villages, and the occasional resort for a meal out.

The custom in Fiji is for visitors to a

village to present a gift (*sevusevu*) of kava root (*yaqona*) to the local representative or dignitary (*turaga ni koro*) of the village. He then places the *sevusevu* on the floor in front of the chief. Technically, this allows the chief to decline to pick up the gift — and supposedly chase you out of his territory. We never heard of this happening to any of the yachties. However, one yacht anchored off a village and didn't come ashore with the *sevusevu* until the next day. Despite having the best of intentions and carrying gifts for everyone, the chief told them to go away from his island! Apparently the *sevusevu* has to be done immediately!

Our first *sevusevu* was at Budd's Reef, with 12 yachties and two children from six boats. We were the first yachties of the season, and after we presented our *sevusevu*, we were invited to drink *yaqona* with some of the villagers. It's permissible to drink 'low tide', which is half a cup, 'high tide', which is a full cup, or a 'rain-drop'. To be honest, the kava drink tastes a lot like dirty socks — if you can imagine that. And it makes your numb tongue — er, tongue numb. After a few coconut

halves full of kava, we were a little tipsy.

Once again, everyone shook our hands and welcomed us to their village. At that time, we were allowed to go anywhere on the island and fish and snorkel in their lagoons. All land and water is owned by the local villagers in Fiji. Even the fish technically belong to the village, so permission is necessary to forage at each one.

After Budd's Reef, we yachties all went our separate ways for a few days. We chose to go to an island called Rambi. The inhabitants of this island don't come from Fiji, but rather from Banaban, one of the Gilbert Islands 1,500 miles north of Fiji. These people were displaced after World War II and resettled on Rambi. Their language is not Fijian, but Rambi.

Since Rambi is not a Fijian village, there was no need for *sevusevu*. Nonetheless, a local came out to our boat and invited us ashore and more or less became our guide. He walked us through his village, showed us his personal breadfruit tree, and his home — where we drank grog. We later met some young ladies on the road. They giggled a lot as they explained local wedding ceremonies last for three weeks if the bride is a virgin, but only a week if she's not. They thought we were very old — but at least looked young for our age. The residents of Rambi are extremely poor, but they still managed to send us off with lots of fresh fruit from their garden. In return we baked them cookies and gave them some clothes.

At Nasau Bay on Vanua Levu, we spent a wonderful evening ashore with Arnold and Judy, a Danish couple who tend to 35 cows, three horses, dogs, chickens — along with their Fijian neighbor Bob and his family. We yachties — 15 in all — came ashore with food and various kinds of musical instruments and enjoyed a won-

Buddy and Ruth thought about spending the winter in New Zealand, but sailed back to the South Pacific.



DREAMER

CHANGES

derful evening of stuffing ourselves and singing songs. Arnold and Judy actually live on their yacht in the bay, but have a house ashore which they share with everyone who anchors in the bay.

We also visited an island called Makogai, with Andreas and Rikki, our Norwegian buddy-boaters aboard *Impe-tus*. This island is government-owned, and they spawn clams and save little turtles from perishing during their journey from their nest to the sea. When the turtles are about two years old, they are released into the ocean.

We had a memorable experience ashore one Sunday when we followed the sound of singing to a Pentecostal Assembly of God church. Naturally, we were invited in. The singing was wonderful, and everyone participated. There were lots of "praise the Lords" and "Hallelujahs". After we were introduced, the pastor asked Buddy to come up to the podium and say a few words. I almost started crying! After the service, we walked to their village amidst a crowd of children who all wanted to accompany us and hold our hands. They served fresh fish and treated us like



LATITUDE/RICHARD

Musket Cove Resort at Malailailolo, Fiji, is a great place for cruisers to cool their keels and meet cruisers from around the world.

honored guests. The villagers ate with their hands, but offered us utensils. When it was time to go back to the boat, all the children followed us again.

Tukalo, a 16-year-old, was so inter-

ested in talking with us that we invited him and one of the church officials back to our boat. They'd never been aboard a yacht before and were in awe. Tukalo was in school in Nadi and plans to go to the University of the South Pacific. He said his goal was to "go overseas". We hope he makes it. It was another one of those great experiences that we can't begin to adequately describe, but one we'll never forget.

We visited many other islands as well and the experiences were all fantastic. As we moved west, however, the locals were more 'tourist-wise' and the local flavor wasn't quite as strong. We spent a lot of time at Musket Cove, a very cruiser-friendly bay which features three resorts, restaurants, white sandy beaches, three pools, a store, a laundry, and kayaks and Hobie Cats for rent. It was hard to move on, but on August 14 we set out on a 513 mile voyage to Vanuatu.

— buddy & ruth, 8/20/99

Cruise Notes:

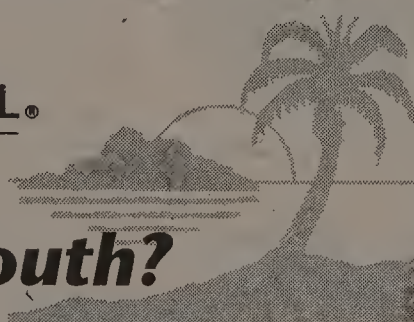
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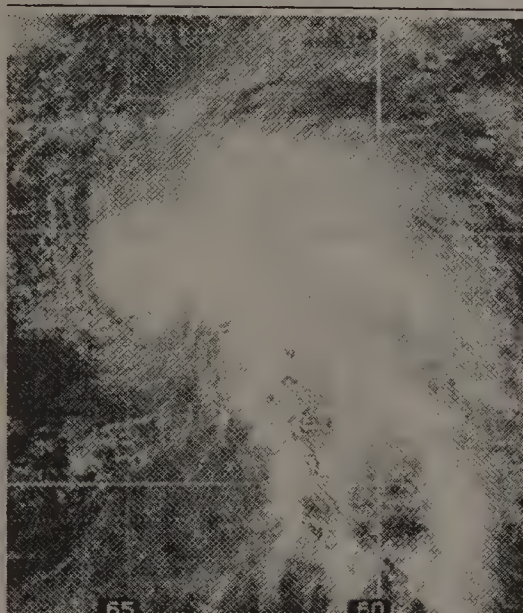
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hurricane seasons in Mexico and the Caribbean have been relatively benign.

With just 10 days to go in the Mexican season, there have been a total of six hurricanes, **Adrian**, **Beatriz**, **Dora**, **Eugene**, **Greg** and **Hilary**. Two were Category One (64-82 knots); two were Category Two (83-95 knots); one was a Category Three (96-113 knots); and one was a Category 4 (114-135 knots). All but one of the hurricanes formed well offshore — and pretty much headed due east away from land. The only exception was **Greg**, which started as a weak Tropical Storm (34-63 knots) off Mexico's Gold Coast, then headed northwest where it brushed Cabo with minimum hurricane force winds (64 knots) causing very little damage besides flying tortillas. In fact, things have been rather quite since the second week in August. If you're looking for one explanation, try cooler water than in previous years. The best site to see this is <http://www.ssec.wisc.edu/data/sst/latest_sst.gif>.

As for the **Atlantic** and **Caribbean** region, they've had five hurricanes — but an astounding four of them reached Cat-



NATIONAL HURRICANE CENTER

Unable to keep a well-defined eye, hurricane 'Jose' quickly lost his punch, thus saving many sailboats in the Caribbean.

egory Four. Fortunately, most have missed land. **Floyd** creamed the Bahamas and **Dennis** just missed. As for the Eastern Caribbean — meaning from Grenada, to Antigua, to St. Martin, to the

Virgin Islands and Puerto Rico — they had a couple of scares, but have been untouched this year. Let's hope it stays that way. The Atlantic/Caribbean hurricane season isn't as well defined as in the Eastern Pacific, and often lasts into late November.

Oops — we spoke too soon! The day after we wrote the paragraph above, hurricane **Jose** formed and is threatening to enter the Eastern Caribbean at Guadeloupe and sweep right up through the heart of the sailing country: Antigua, Nevis, St. Kitts, St. Barts, St. Martin and the U.S. and British Virgins.

Flash! Everybody must have prayed hard, because **Jose**, expected to hit with 100-knot winds, had a very poorly defined eye and as a result could only get it up to 85 knots — and only twice for very brief periods. Usually he didn't have more than 65 knots, and he quickly dropped down to Tropical Storm force winds. The early reports from island after island have pretty much been the same: 'What happened to **Jose**? The winds are much lighter than we expected, and we're not seeing much damage at all.' Surely there

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CHANGES

was some damage to boats in places like St. Martin's crowded Simpson Bay, but nothing like when **Luis** roared through with nearly 200-knot winds a few years ago.

By the way, if you're looking for the site with the best historical hurricane data, try <<http://weather.unisys.com/hurricane/index.html>>. It features charts, color-coded for windspeed, of every Mexican hurricane in the last 50 years, and every Atlantic/Caribbean hurricane since the 1890s. Naturally the information prior to weather satellites is going to be a little shaky, but it's tremendously interesting information.

Andy and Sandy Peterson of S&S 57 **Jackaranda**, who were most recently in New Zealand but who run Jackaranda Sails in Tonga during the summer (call them on 16 in Vava'u), offer the following 'rules' for cruisers looking to have more fun and adventure: "1) Don't wait until you are completely prepared for the cruise, because then you'll be too old to make the trip. 2) Don't read the popular cruising magazines — except for Latitude — as they'll only extend your preparation



LATITUDE/RICHARD

Those who don't learn from history . . . studying past hurricanes may help prevent your boat from an unintentional haulout.

time. 3) Don't bring too much food with you because there's food all over the world. For example, they have beans in Mexico and rice in China — and often cheaper than in the United States. 4)

Weather determines everyone's schedule. 'Early to bed, early to rise, I'll make no promises of when we're leaving because it depends on the skies.' 5) If you have guests flying to join you, insist they fly to where the boat is rather than putting yourself in the position of having to battle bad weather to get the boat where they are. 6) Keep your needs to a minimum, as there's nothing worse than having to have a hair-dryer when the genset won't start. 7) Always keep a good watch, because it's easier to stay awake on your boat than it is in a liferaft waiting for a rescue plane"

The Petersons closed with a little Pigeon English — which is spoken in the Solomons, Vanuatu, and Papua New Guinea. See if you can translate. "Sapos balus I bagarap, yu mas wokim dispela ol samting. Rasusim lik lik gumi, putim pinga bilong yu long hul na suim swits oli. Karamapin long gumi igo daun. Wokim ol dispela samting taim balus I bagarap." It's actually the instructions for the operation of an EPIRB. The English translation is: Remove rubber plug. Insert finger in hole, and push the rubber

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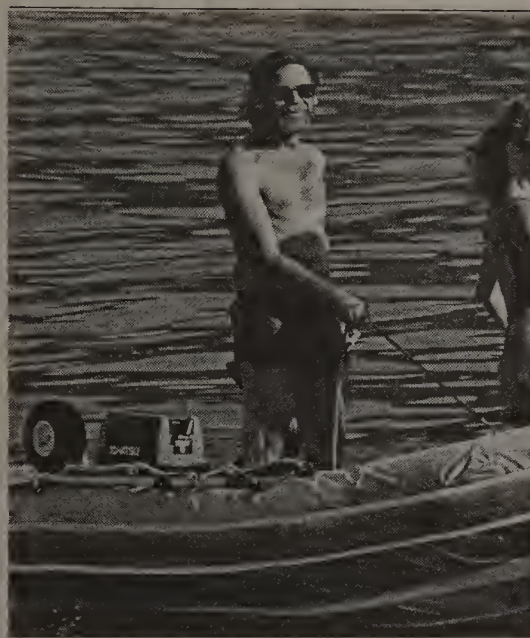
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"I'm down here in the Sea of Cortez trying to figure out what the hell makes the snapping sound beneath my boat at night," writes John on **Periwinkle** — last name, boat type and hailing port missing in action. "It sounds like popcorn that's been left in the microwave too long. These are the explanations I've been given so far: 1) Mussels opening and closing; 2) Stray electrical current; 3) The fiberglass in my hull delaminating; 4) Alien messages missing their relay and bouncing off the bottom; and the strangest of them all, from a woman I picked up in a bar late at night, 5) The sound her vibrator makes when the batteries get to low. Who am I to believe? What can I do to stop it?"

Don't believe women who you meet late at night in bars — although a failing vibrator may make the same sound. There's nothing you can do to stop the noise because it's caused by tiny crustaceans — crabs, if we remember correctly — whose tiny pincers are incredibly powerful for their size. They snap shut with such great force that they make the snapping sound. There are so many of them that they



LATITUDE/RICHARD

Padre Timo, standing in a planing dinghy without a PFD, proving that there's more freedom — and risks — when sailing in Mexico.

sound like Rice Krispies. We've heard them in many different places, but never as often or as loud as in San Diego Bay.

In early September we had a phone conversation with 'Padre Timo', also

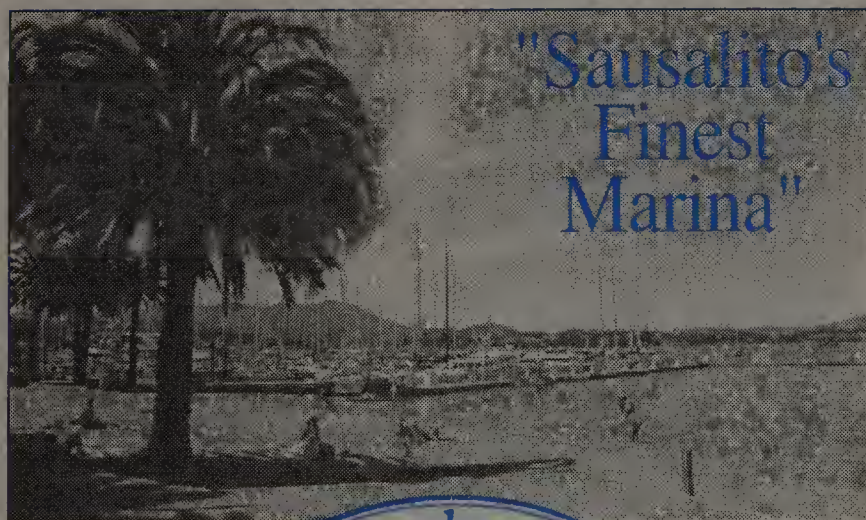
known as Tim Tunks, who has been cruising his 25-year-old Islander 37 **Scallywag** in Mexico most of the '90s. Timo reports that it was a pretty mellow summer in the Sea of Cortez. "It seemed as though there were less boaters than the previous two years, as most seemed to do the **Banderas Bay Regatta** in Puerto Vallarta, the **Sea of Cortez Sailing Week** at Isla Partida, the **Loreto Fest** in early May in Loreto — then put their boats in storage for the summer."

The weather was mellow, too. "The only big *chubasco* I know about hit **Puerto Escondido** on August 20th. Three cruising gals on their morning power job noted a black sky, but by the time they got into their dinghies to return to their boats, it was blowing 50 to 70 knots — depending on who you believe. There were three foot waves in the hurricane hole, and one of the women flipped her dinghy — although she wasn't hurt. Anyone who had an awning up had it taken down by Nature."

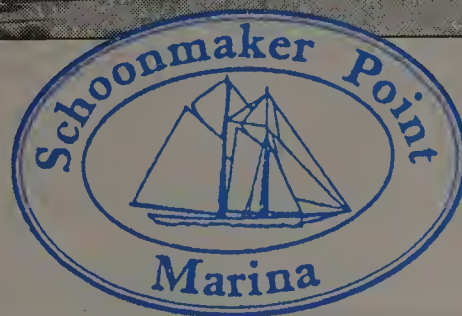
Padre Timo's latest enterprise is a free e-mail answering service for folks with questions about cruising in Mexico. Just e-mail good Padre at: askpadretimo@/

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CHANGES



LATITUDE/RICHARD

)AOL.com>. We tried him out with the following questions:

38: What are your three favorite anchorages in Mexico?

PT: Here, there, and everywhere. Seriously, there are plenty of good places to anchor away from everyone else — and I encourage people to break away from the herd.

38: Bottled or tap water?

PT: I bought the 39th PUR 80 watermaker built about 10 years ago. It's worked perfectly ever since, with just the one scheduled overhaul.

38: Stugeron?

Despite the ever-increasing number of cruising boats in Mexico, many follow the herd, leaving lots of great anchorages empty.

PT: Many cruisers swear by it. But people need to be careful with drugs in Mexico as the *farmacias* will sell just about whatever you want — FDA approved or not — without a prescription.

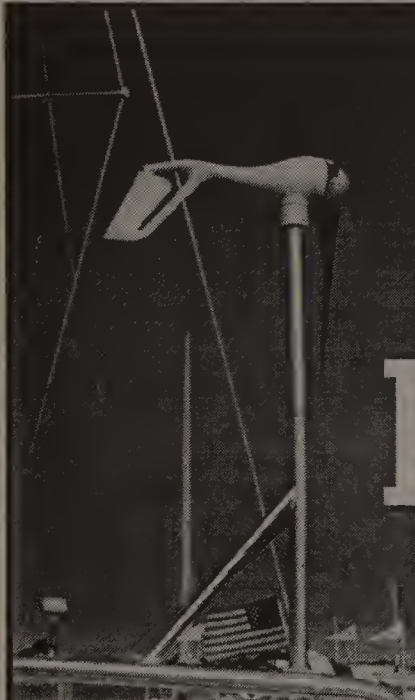
38: Your dinghy and outboard?

PT: I have a five year old Achilles with a fibergalss hardbottom and a 'Johnrude' 15 hp. It will easily plane with three people in most sea conditions.


38: How do you make power?
PT: I have six solar panels that generate the juice for my ham radio, refrig/ice maker, and watermaker. It's all I need unless it's cloudy for three or four days in a row.

Layne Goldman of the Gemini 34 cat **Miki G.** showed up at the Mexico Kick-Off Party to report that she and Michael Beattie have made it to the **Pedro Miguel Boat Club** inside Panama Canal — and it wasn't hard to get in. "Since the increases in the minimum fees for Canal transits, locals have found it's no longer economically feasible to sail out of the club." Odd as it seems, the Pedro Miguel BC is located on a very small lake between two sets of locks in the Panama Canal. You can't use your boat without up or down-locking. While it's bad news for locals, it's good news for cruisers looking for a good place to repair and store their boats.

"We've heard that somebody wrote *Latitude* asking how to contact us," write Jack, Linda and John Martin of the Port Hadlock, Washington, based Crealock 37 **Teresa J.** "We can be reached at <svteresaj@aol.com>."



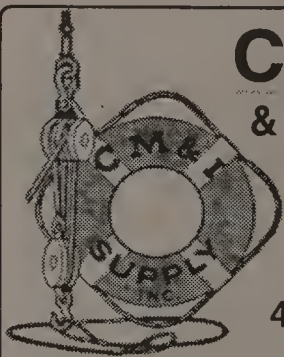
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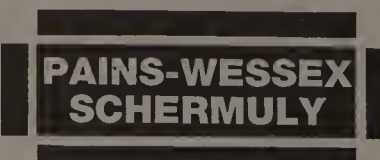
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"I would like to bring my **Hallberg-Rassy 42** (name missing in action) up from the Caribbean and truck her to Seattle," writes John Howard. "What's the best place to truck from, Texas or Florida?" It's a matter of whether time or money are more dear. If you're sailing up from the Caribbean, it's likely to be half the distance to Fort Lauderdale as it is to Seabrook, Texas. If we had the extra time, we'd use it to enjoy the the Caribbean a little longer rather than making the trip along the less-than-inspiring waters of the Gulf of Mexico just to save a few trucking bucks. But to each their own.

Bay Area cruisers in the South Pacific have cruising fun aboard large French-built production cats: Roy Foster and Chris Rodriguez of Oakland were spotted in Fiji aboard their Lagoon 55 **Solmates**. They're in the early stages of a circumnavigation. And over in French Polynesia, the Edwards family of Portola Valley were getting used to cruising their Brisbane, CA-based Marquesas 53 catamaran **Rhapsodie**. In fact, their boat is on the cover of this month's issue, thanks



LATITUDE/RICHARD

Experiences differ, of course, but most cruisers have a great time with the residents — and especially the kids — of Turtle Bay.

to a photo by Capt. Rick Weber who helped them sail there. "They're the nicest family you could ever meet," Weber said. We believe him, because he said it three times

in about 10 minutes.

"If this year's Baja Ha-Ha is called the **Millenium Ha-Ha**," wonders Jay McDonald of San Ramon and the O'Day 35 **Time-And-A-Half**, what's the Poobah going to call next year's rally — which will be a whole year closer to the actual turn of the millenium?"

"Assuming there will be yet another Ha-Ha," responds the Poobah, "it will be called the **Real Millenium Ha-Ha**. In reality, it will be as phony as the one before, because they're both arbitrary. But people need to have their fun."

"We're sorry to hear that Dan McGowan and Michele Mileski of **Hot Toddy** didn't have a good experience in Turtle Bay," write Dick and Pam of **Savitar** (type of boat and hailing port missing in action). "We were there with the '98 Ha-Ha and thought the locals were absolutely wonderful. One of the young men associated with the fuel dock even brought us a large bag of frozen abalone from the processing plant! In so doing, I suppose he proved that it really does help to travel with a beautiful female companion!"

Happy **Ha-Ha** to all!

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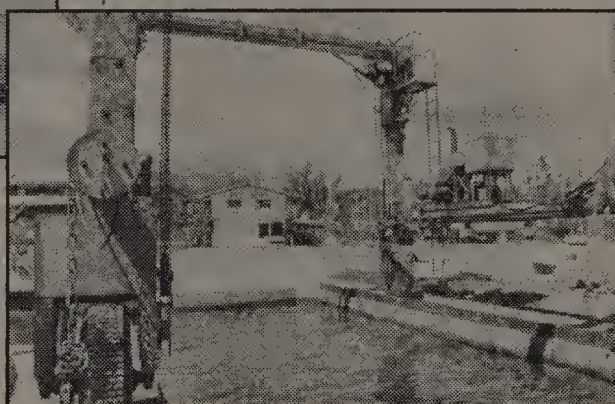
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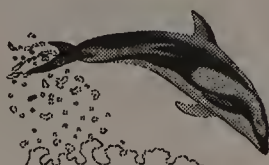
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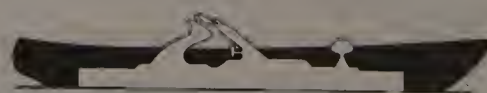


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24-FT ISLANDER BAHAMA, 1965. All new: sails, standing and running rigging, bottom paint, battery, anchor rode, 8 hp outboard, etc. Great SF Bay boat. Over \$4,500 invested in new stuff. \$2,750 takes the boat (\$1,750 without outboard). Emeryville. (650) 968-8501.

CAL 20, 1975. Good condition, two mains, one jib, one genoa. 3 hp outboard, anchor, compass, trailer. \$2,000/offer. Saul (510) 245-8473.

SANTANA 22, 1967 WITH OUTBOARD. Mainsail & jib in good condition. Hasn't been sailed for awhile, needs TLC. Berthed at Richmond Marina. Sacrifice at \$1,200. See to appreciate. Call Ollie at (707) 823-3387.

J/24, 1980. 6 hp o/b, main, 100%, 150%, 3/4 oz spinnaker, pole, all safety gear. Ready to sail. \$3,500 w/o trailer. \$4,500 with trailer. Call Rich at (650) 363-1390.

MONTGOMERY 17. Near new condition, good trailer, well equipped. \$8,900. Please contact (406) 293-7424.

ANNIE'S SONG, CATALINA 22. Wing keel. Very good condition. Great Delta or lake boat. Sleeps 4, Porta-Potti, alcohol stove. VHF, DS, KM, two spinnakers & gear. Main & three jibs with covers. 6 hp Johnson o/b & trailer. \$6,500. Please call (209) 952-2065.

CATALINA 22 W/TRAILER, 1980. Fun, fast, easy to handle, excellent condition. New hull & bottom paint, upholstery. Galley, autotiller control, 10 hp Honda 4-cycle w/charger, lots more. "O" dock, slip 411, Berkeley. Must sell \$6,250 obo. (530) 274-8144.

CAL 20, 1965. Active one-design fleet. Great boat for Friday night beer can races, comfortable for daysailing & even overnights. Excellent Dacron racing sails plus extra sails. 4 hp Johnson outboard. Electrics need to be hooked up to batteries & needs some very minor repairs. In the water, not trailer-sailed. Bottom paint is fair, but should be redone this winter. Located in Paradise Cay, Tiburon. \$1,900. Will also consider partnership. Call Chris after 11/7 at (415) 383-8200 ext 103 (work/voice mail) or (415) 389-9378 (hm).



25 TO 28 FEET

CATALINA 27, 1983. Hard to find Universal diesel engine, rebuilt 9/98. Race or cruise ready, Pineapple sails: two 150%, 120%, 100%, two tri-radial spinnakers. Two compasses, knotmeter, depthsounder, VHF, new standing rigging 4/98, all lines lead aft. \$14,000. (408) 945-6624 or email: scooterh@pacbell.net

COLUMBIA 26, 1966. Electric windlass. Yanmar diesel with three blade prop. Dodger. Fiberglass dinghy. Three anchors. Full keel (lead). Very solid boat (has been to Hawaii, California coast, etc). \$3,500. Includes heavy duty 3-axle trailer. Located Lake Tahoe. (775) 782-8790.

ERICSON 26-2, 1988. Exceptional. New sail inventory includes: main, 130%, spinnaker, storm jib. Additional sails: 110%, main. Harken roller furling. Wheel steering with Instruments: speed, depth, wind. Autohelm 4000. GPS, VHF, stereo. 10 hp Universal diesel, 15 gal fuel. 36 gal fresh water. Enclosed head, 15 gal holding tank. 25 lb CQR, Danforth, anchor windlass. Safety equipment. Immaculate interior. Considerable attention to detail throughout. New bottom paint. Recent survey. \$27,000. (650) 244-1642.

26-FT RANGER, 1973. Mercury 10 hp electric outboard. Roller furling for 130% genoa & working jib. Very good condition. \$5,200 obo. Please call (510) 412-2234.

PEARSON 26, 1976. Very clean, well maintained. New Honda 9.9 outboard. New double lifelines and stanchions. New upholstery. One mainsail, two jibs (110% and 90%), one spinnaker with pole. Great Bay boat. \$5,500. Please call Loren at, (415) 221-9752, (650) 653-4566.

1979 NEWPORT 27. Well maintained. Atomic 4 Inboard. Recent survey & haulout. Excellent condition. New Pineapple mainsail. \$9,800. Please email: 72153.1233@compuserve.com or call (510) 428-1474.

MacGREGOR 26X, 1998 POWERSAILER with 50 hp Honda (24 mph, four hrs), four virtually new sails, self-furling, mast raising system, blmini, etc. Paid \$27,000. Will sell or trade (plus cash) for late model low mileage RV. Call (775) 560-9460.

LET'S TRADE TOYS. I have a 1979 Honda Goldwing motorcycle; 13 ft fiberglass runabout with 20 hp Evinrude; and 166 Mhz Pentium laptop computer with external monitor. You have a 25 ft or larger sailboat. Call (916) 393-6847 or email: oren2000@email.com

INTERNATIONAL FOLKBOAT. 26 ft FB sloop. Berthed at Benicia Marina. Instruments, 5 hp Honda, 4-cycle o/b. Standing room for 5-1/2 footer. \$3,500. Call Howard at (707) 224-1969 from 7 to 10 pm.

26-FT CHEOY LEE FRISCO FLYER, 1960. Beautiful, sturdy pocket cruiser. Solid teak, copper riveted. Yanmar diesel, low hrs. Two mains, three jibs, Danforth, knotmeter, Henderson bilge pump, etc. Lovely varnished hull, could win Classic Boat Award. \$5,700. (925) 376-8370 eves.

ISLANDER 28. Fully equipped racer/cruiser with all the equipment to do both in comfort. New main & 125% genoa. 5 other jibs in good condition. 1 delivery main. Furuno, 1621 MKII radar with custom stainless mast. Volvo diesel, GPS & much more. \$25,000 or trade up, 32/35' + cash. Amie, (415) 239-1844.

LIEN SALE. Coyote Point Marina In San Mateo. Nov 7 at 10 am, inspection at 9 am: US 27, J/24 & Coronado 23. As is. Do not ask for inspection before Nov 7. (650) 573-2594.

NOR'SEA 27, 1977, HULL #16. Factory boat, 19 hrs on factory rebuild Faryman diesel, radar, GPS, Loran, bristol condition, new interior. Ready to go cruising. Photos available. Please call or email for spec sheet. Ph: (408) 734-9003 or email: fghooper@ix.netcom.com

RANGER 26, 1973. Good Condition, lots of sails, KM, DS, all lines led aft. 8 hp o/b Mercury in excellent condition. Located in Loch Lomond Marina C-52. \$5,900. Dan (707) 696-8010.

27-FT MULL 1/4 TON, FALCON, 1977. Flush deck, everything led to cockpit, new electrical, saildrive, knotmeter, depthsounder, solar panel, in Redwood City. \$3,500. (510) 429-5300 x 204 days, or call (650) 851-5063 home, or email: rwmerr@terawave.com

ERICSON 27, 1976. Wheel/tiller, all lines led aft, self-tailers, 18 hp diesel/low hours, two mains (one new Pineapple), four jibs (one reefable), two spinnakers, jiffy reefing, bottom repair & paint 6/99, lots of gear. Must sell due to illness... \$9,750 obo. (916) 721-0133 or julirob@jps.net

FOLKBOAT - Danish #68 Tradewinds 25 ft, good condition racing sails (2 sets), 16 new ribs (midships), 10 coats new varnish on mast, 7.5 Evinrude outboard, new deck. A sweet sailing classic. Sausalito berth. \$4,500. Please call Stan at (415) 507-9990.

OLSON 25. Special end-of-the-Millennium sale: hull #44 (Santa Cruz built), trailer, motor, 7 sails (no kites, but have pole & gear). Lots of upgrades including electronics, 2 batteries, moveable genoa & jib leads, MORC running backstays & more. Needs a few things, but on the whole a nice little cruising boat. With a spinnaker & one weekend of work, it could be a competitive one design racer. Too many boats, not enough time. First \$11,500 takes it. (415) 331-3134.

25-FT INTERNATIONAL FOLKBOAT, 1972. Main, three jibs, 4.5 hp outboard, alcohol stove, cover. Needs clean up. \$4,000 firm. Please call (415) 648-7851 or kevan@well.com

SOLINGUS 775 WITH TRAILER, \$2,750. Etchells 22, US 434 with trailer, \$2,500. (415) 435-0409.

26-FT PEARSON. Two jibs, one main, lifelines, 7.5 Honda outboard, sleeps four, large cockpit. Loves the main Bay, looks forward to the Golden Gate. \$5,900. (408) 534-1361.

LANCER 28 SLOOP, 1978. Stove, head, dinette, VHF, 8 hp Johnson LS, standing headroom, shoal draft, epoxy bottom. Good condition, but needs a little TLC. \$3,500 obo. Call Jim at (510) 526-7010.

ERICSON 27, 1974. Rollerfurling, dodger, wheel, new batteries, new bottom, new top rigging, new interior, microwave, 110v, AM/FM stereo, cockpit cushions, too much to list. Like new condition. Recent survey. \$12,500. No disappointments. (925) 228-2852.

27-FT CATALINA, 1972. Nicely set-up for racing or cruising. Five bags sails & spinnaker. New outboard power. Clean & neat. Must be sold quickly to raise funds for RYC Foundation. Price reduced to \$4,995 obo. Please contact Tim at (510) 232-8420.

ERICSON 27, 1972. Beautiful interior, 6 ft headroom, sleeps five. Well equipped for coastal sailing. New bottom 10/99. Overhauled Atomic-4 6/99. Two mainsails, 130% genoa, 100% working jib, 85% heavy weather jib, spinnaker. Two anchors. Autopilot, EPIRB, new 18 gal fuel tank, inflatable dinghy, new VHF, depthsounder, knotmeter, alcohol stove. Shorepower, separate head with holding tank. All new brightwork. \$8,000. Please call (510) 593-4211.

ISLANDER 26, 1978. Excellent condition, OMC saildrive, VHF, stereo, depth, compass, roller furling, Autohelm, full boat cover, cockpit cushions, alcohol stove, sink, chemical toilet, 3 jibs, anchor, will sleep 4. Located in Antioch. \$8,500. Please call (925) 625-0375.

CHEOY LEE FRISCO FLYER. 26 ft classic yacht, \$2,500. Sound fiberglass hull with teak decks & trim. Sleeps four. Needs TLC & engine overhaul. This is a boat that can take you anywhere. Please call (925) 427-0610 hm or (925) 432-4757 wk or http://www.lanzafame.com/frisco

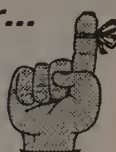
IRWIN 28.5, 1974. Excellent, stable Bay & Delta cruiser. VHF, depth, Loran, two jibs. Spacious cabin sleeps five, stove, heater, head, shorepower. Very clean. Hull, sails & running gear in good condition. Atomic 4 needs major work. \$5,500. Please call (415) 338-7709.

S28.5, 1982. Yanmar diesel with 165 hrs, Harken roller furling, two headsails, double reef main, two new batteries. Great Bay boat in excellent condition. \$10,000. (707) 585-7951.

SOLING #102, 1968. Main, jib, spinnaker. Great daysailer. Trailer. Some new equip: traveler car & track, two #7 winches 1 yr old, some hardware. Hull in good shape. Needs work. Fun & stable classic. \$1,500 obo. (323) 661-0073.

MERIT 25, 1984. Great for Bay cruising, racing. Low hrs 8 hp Honda outboard, under warranty. Bottom paint & survey, summer '97. Sail inventory includes full set of racing & cruising sails with two spinnakers, heavy weather jib. \$9,200. Please call (707) 425-9626.

**Remember...
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is a-l-w-a-y-s
the 18th.**



WANTED: MERIT 25's OR CAL 24 MK IV
Spinnaker Sailing in Redwood City is looking to add Merit 25's & Cal 24's into the club program. If you have one you'd like to sell or are interested in making money with your boat by placing it in charter, contact Rich at (650) 363-1390.



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WESTSAIL 28, HULL #22. Factory built 1976. 27 hp Isuzu, dodger, stern pulpit, six sails, cutter rigged. Well maintained. Lying S.F. \$32,000. Randy, (707) 986-7794.

S2 7.9 (26-FT), 1984, ISKRA. Race/cruiser. Strong, quality construction. Retracting keel, IB diesel. Harken furling, Autohelm, depth/speed, VHF, Loran. 13 North sails! Recent rigging. Meticulous owner. Fresh water 'til 1999. 1995 tandem axle trailer. \$17,000. (510) 786-5732.

BRISTOL CHANNEL CUTTER, 1980. Canadian spruce spars, strong hull integrity, documented, 24 hp diesel, new sails, Harken furling, fresh upholstery, recent re-rig with HF antenna, VHF, GPS, depth, knot, solar, dodger, vane, windlass. Resting in Port Townsend. Reduced: \$58,500. Pager: (808) 363-6046 or kulakolea@yahoo.com

OLSON 25, 1984. New North racing main & #3 plus others, Merc 4 hp 3 yrs old, hauled 8/99, VHF, MOB, EPIRB, varnished teak with covers. \$11,500. Berthed in Alameda. (907) 566-8600, leave message.

29 TO 31 FEET

SCAMPI 30. Swedish built fiberglass sloop w/ diesel engine. All new wiring & electronics (new batteries, VHF, AM/FM radio, battery meter). All brand new canvas cushions. Solar panel, autopilot. Reduced from \$13,995 to \$9,995 for immediate sale. (415) 643-1131.

30-FT C&C REDWING. Atomic 4, five sails, spinnaker, dodger. It's all here but needs TLC. On the hard in Mountain View. Your perfect winter project. \$2,500 obo. Please call (650) 964-4134 days, (650) 365-2204 eves.

NEWPORT 30, 1984. Custom open transom, teak platform, tiller, refrig, propane stove w/oven, Universal diesel (low hrs), VHF, KM, DS, compass, roller furling, autopilot, dodger (usable but needs replacement) with full enclosure, five sails. Great cruiser. \$23,000, any offer considered. Please call (510) 290-1179.

BENETEAU FIRST 310, 1992. Lake-sailed 4 years, OCSC Berkeley for 3 years. Deep keel, low hours, new rigging, instruments, VHF, furling, meticulously maintained, great shape, charter income. \$40,000 obo. email jjoneill@gte.net or phone/fax: (512) 346-3359.

1967 S & S DESIGNED COLUMBIA 29. Just hauled with new paint. Excellent cruiser with Atomic 4 located at Coyote Point. Needs compression post replaced. Comes with mooring in Half Moon Bay and rowing dingy. \$6,500 obo. Please call (303) 258-9674 or dutcher868@aol.com for info.

30-FT ISLANDER. Low hours, strong Volvo Penta diesel. Excellent mechanical condition. Over \$17,000 upgrades include wheel steering w/compass, self-contained head. New bottom 1995. Roller furling, self-tailing winches, charger, many extras. Last hauled w/bottom paint 1997. Asking \$19,750. Neal Riley (510) 365-2541.

CS-30, 1985. Fast, comfortable, strong boat set-up for shorthanded cruising/racing. Three jibs, Harken furler, spinnaker, autopilot, Loran, hydraulic backstay, rack & pinion steering. Volvo diesel, great engine access. Located Marina Village. \$27,000. Call Don at (925) 862-0824.

ISLANDER 30 MKII, 1972. Very clean & comfortable Bay sailer. Four sails, spinnaker gear, tiller, knot, depth, VHF, CD, varnished teak. Well rigged, all lines lead aft. Needs engine. \$5,000 or it's donated. (510) 865-9310.

US 30, 1980. Baja vet. Watermaker, solar panels, Norcold plate, alcohol stove, teak interior. Volvo diesel, good condition, sails good. Dodger, bimini, rear & side shades. New stays. Autopilot. \$19,000. (707) 538-5079.

C&C 31, 1976. Hull, engine (Volvo Penta) & 13 sails all in excellent condition, recent survey, racer not cruiser, but with weekend amenities (cushioned berths, water tank, head & Porta-Potti, LPG cartridge stove, removable table, etc). VHF, cell phone plug, big boat feel under sail, sistership to Sorcerer, PHRF 168. \$15,000 obo. Located Alameda. No brokers please. (510) 527-8900 days (OK to leave message for Dee) or boat@translate-best.com

ISLANDER 30, 1972. Completely maintained and reconditioned. Excel shape. Best since built. Rigged singlehanded. Five sails. \$15,000 best offer. Pete's harbor, slip A3 Redwood City, CA. (650) 364-9744.

ISLANDER 30 MKII, 1975. Clean, blister free boat with epoxy bottom, wheel steering, Palmer fresh water-cooled engine, CNG three burner stove and oven, Loran and roll-up inflatable. \$14,750. (916) 395-1517 after 6 P.M.

30-FT CHEOY LEE BERMUDA KETCH. Glass hull, new 4 cylinder diesel, new rigging, roller jib, nearly new sails, boat & sail covers. Professionally maintained. Beautiful. \$29,500. Please call (415) 435-9381.

31-FT MARINER KETCH. Perkins 4-107, great liveaboard, well laid-out mahogany interior, VHF, DS, KM, KL, solar panel, LP range w/oven, extensive ground tackle. In La Paz. \$15,500. Call Don at (011) 52-112-73229 for details.

NEWPORT 30, 1978. Epoxy bottom completed in Feb '99. All North sails, excellent condition, full battens main, spinnaker, 110% & 150% on a Harken furler. Full teak interior, teak & holly sole. Diesel, nice nav station, new batteries. Two boat owner will take first \$18,000. (510) 237-5517.

CATALINA 30, 1984. Very clean Mexico vet. New dodger, Universal 25 diesel, Autohelm 3000, wheel, self-tailing winches, main, 85%, 130%, 150% jibs, propane stove & Force 10 heater, macerator, new BC, three batteries, windlass, new cockpit & interior cushions. Tabernacle mast, Bruce anchor, whisker pole, two propane tanks & vented locker, cockpit weather cover, inflatable, swim ladder, windspeed/direction, depth, knotmeter & repeater, all records & manuals. \$27,000. (408) 268-5184.

HERRESHOFF BRISTOL 29, 1967. Refurbished & ready. Too many upgrades & too much gear to list. Berthed in Monterey. \$11,900. Please call (209) 529-9947.

CATALINA 30, 1978. Attractive interior, engine clean and in excellent shape. Sails three years old, hull fine and smooth. Atomic 4 gas engine, Harken II roller furling jib, autopilot, tiller, tall rig, main, jib, and gennaker sails, grill, berths 7, gas stove, swim ladder, nav table, legal head, and 6'3" headroom. All lines lead aft. \$18,000 obo. Please call (831) 761-2987 eve, (831) 431-1223 dy. Web: <http://oneworld.new-era.com/johnw/catalina.html>

RAWSON 30. Westerbeke diesel 500 hrs, Profurl roller furling, GPS, h/c pressure water, new upholstery, documented vessel. Dodger, brand new Force 10 stove, lots of storage space. Sausalito berth. \$18,000. (415) 955-1824.

CAPE GEORGE 31. Full keel, cutter rig, genoa, spinnaker, double spreaders, Aries self-steering, VHF, compass, dodger, Bruce anchor, chain, rode, windlass, Yanmar 18 diesel, gas stove, refrig, 250 ampr, batteries. Relocating. \$15,000. (925) 423-1097 work, (925) 449-3900 home.

29-FT CASCADE SLOOP, 1965. Project, well intended restoration project needs completeing. Fiberglass hull, glass over ply topsides, interior complete, sleeps six with dinette, mast, boom & sails. Must sell \$950 obo. (805) 985-9339.

SANTANA 30/30 GP, 1984. Excellent condition. Great boat & well equipped for Bay & offshore sailing, singlehanded or crewed. See at Fortman Marina, G18, Alameda. (408) 354-4729 or email: TheJunges@aol.com

CAL 29, 1977. Diesel, wheel, dodger, five sails, Loran, depth, 3-burner stove w/oven, pressure water, holding tank. Teak interior, nice upholstery & cockpit cushions. Owner moving overseas. \$12,700 obo. Please call (415) 824-7383.

32 TO 35 FEET

33-FT MORGAN OI SAILBOAT, 1973. Sloop rig, Perkins 4108, propane stove with oven, 12 ft beam, 6'2" headroom, full keel, Aries windvane, two anchors, VHF. Good condition. Perfect for Baja. \$20,000 obo. Call (775) 847-7777 or email: ecnevada@cs.com

32-FT CATALINA MKII, 1997. Like new condition, Yanmar 3 cyl diesel engine with 62 hrs & three blade prop, Autopilot, knotmeter, depthfinder, windspeed, windpoint & Apelco VHF radio, battery charger. AM/FM/CD with speakers inside & outside, Dutchman reef & single line reef, roller furling, 100% genoa, dodger, boomvang, new lines, microwave, TV & more. Owner wants to move up. Almost new boat. Asking \$79,000. Please call (408) 377-8186.

HOBIE 33, 1985. Very good condition, fixed keel, all options, new mast, new spectra halyards, good sail, trailer, new bottom, last built. (x - Coruba). Seattle, WA \$20,000. (509) 782-1122.

HUSKY STEEL OCEAN CRUISING CUTTER. 28 ft waterline, 11 ft beam, 6 ft draft. Well equipped, excellent condition, ready for sea. Please inquire: www.humboldt1.com/~woody or (707) 442-4281.

ERICSON 35 MKIII, 1982. Repowered with new Yanmar 3GM30F, electric Simpson-Lawrence windlass, Furuno 1731 radar with Questus backstay mount, Autohelm, Harken furling, new Groco head, refrigeration, dodger, bimini, TV/VCR, microwave, new gel batteries, cruising spinnaker, dinghy, outboard. Rigged for singlehanded. Sausalito. \$60,000. (707) 996-8175.

FREEDOM 33, 1982, #63. San Diego. Excellent condition, ready to cruise now. Radar, wind generator, two solar panels, SS arch, Monitor, watermaker, GPS, VHF, SSB, knotmeter, depthsounder, dodger, bimini, spare parts, custom mattress & more. \$55,000. Contact Mike, (800) 653-3832 (M-F) or svpatience@hotmail.com

RANGER 33, 1974. New rigging, thru-hulls, roller furling jib, new instruments incl windspeed & point. Atomic 4 in good condition. Survey 18 months, in Ballena Bay. Clean boat, great value. \$21,000/offer. (510) 628-4105 or (510) 301-2865.



CUSTOM 35 CUTTER. For insurance purposes this is a Yorktown 35, but not aesthetically challenged like most Yorkies. Personal boat of Captain Jim Elfers (see March *Latitude*), marine chandler manager & author of "The Baja Bash". Unbelievable value with new Imron LP, Harken furling, Westerbeke diesel, Furuno radar, Furuno GPS, electric windlass w/cockpit remote, sailing bimini, 2 autopilots, new roll-up dinghy, 8 hp Yamaha, all lines led aft, downwind pole, staysail. Strongly built, can carry 2 kayaks without looking stupid, sails well. Lying at desirable marina in La Paz, at the Sea of Cortez doorstep. Plane ticket deducted from final cost, or wait until November when I return her stateside & price goes up. Coast Guard documented, has 20 year Mexico permit. \$25,000. Contact Jim at restless@earthling.net or (011) 52-114-31706.

O'DAY 322, 1987. Loaded: Autohelm, GPS, radar, VHF, ref/freezer, H/C press water, shower, roller furl, full battens main, propane stove/oven, BBQ. Epoxy bottom, new dodger, Baja vet, \$5,000 below market. Must sell. \$33,900. Please call (510) 582-4929, wallyval@pacbell.net

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BRISTOL 32. Completely refitted and customized. All new electronics and electrical. Radar, full nav station, computer, The Captain, GPS, B & G insts. VHF, AP, wind, depth, speed, repeaters, handhelds. Garmin GPS and chart plotter at wheel. New mast, boom & running rigging. Heart Inverter, Link 2000, solar, 500 amps. Alder-Barbour, propane, BBQ. Brand new cruising spinnaker, new 130 roller gen-Profurl. Gennaker, 90% jib. New interior and cockpit cushions, all new exterior canvas. Brand new 4-man raft w/ 3.5 Nissan. Yanmar diesel, new shaft, bearing, prop and full engine-shaft alignment. New head & holding tank, hoses. Lifesling. Fresh LPU. Great stereo. Must see to appreciate. Extraordinary. \$42,000. Please call (510) 843-8545.

TARTAN 34, 1974. Keel/centerboard, S&S design. 11,000 lb displacement, 5,000 lb ballast, lots of teak, pretty, Monitor windvane, DS, KM, Autohelm. Atomic-4. Very little use. Please call (650) 244-9619.

HUNTER 33, 1978. Pampered pet, very nice. Diesel, refrig, hot shower, TV, Datamarine, Loran, Seafarer, Autohelm, dory. Recent survey. Berthed in Sausalito. \$25,000. (415) 257-8977 for photo or information.

32-FT FLUSH DECK SLOOP. Excellent condition. Beefy English 1960 pocket cruiser, full keel, shoal draft, tight hull, full sail suit, Yanmar diesel. Seakindly, tons of room. Loads of gear. Loves stiff Bay air. \$25,000 obo. (510) 758-3113.

MARINER 32 KETCH, 1972. Full keel, fiberglass, Perkins 4-107, tanbark sails, seven bags headsails, radar, GPS, autopilot, windvane, speed/depth, inflatable. Exceptionally well maintained. Must sell. \$27,000 obo. (510) 206-3875.

SANTANA 35, 1983. Many sails, very clean. 0 hrs on rebuilt Volvo. Pressure water. (650) 341-7718.



HUNTER VISION 36, 1991. Liveaboard, cruise or race this sexy, spacious, easy to sail Bay & coastal performance cruiser with all-round visibility in main salon. Breakfast is great in the huge aft bed with highest quality foam. Modern design head & galley with Corian counters. 6' 6" headroom. Yanmar diesel (rebuilt '98) with new exhaust system, Spectra sails ('97), full batten main with batt-slides, 150% & 110% jibs. New 450 amp hr batteries, Maxwell 800RC windlass, Bruce 44 anchor. Freestanding mast, spinnaker, autopilot, Adler-Barbour refrig, two 30 amp 110 volt systems, complete Autohelm/Garmin instruments, superbly maintained. \$89,000. (650) 359-4780.

WESTSAIL 32. Documented cruising vet, refurbished all teak decks & interior. Volvo 2003 engine with low mileage. Located Vallejo Marina. \$49,500. Please contact (707) 278-0519 or email: bpotter95451@yahoo.com

'71/'72 IRWIN 32 SLOOP, SEA DEN. Atomic 4, club-footed jib, dodger, extra sails, sleeps five. Owner took up golf. A great boat priced for quick sale at \$12,500. (650) 877-7429.

ERICSON 32, 1974. New Yanmar diesel, new bottom 10/99, roller furling, wheel, full electronics, h/c pressure water, 6' 4" headroom, extremely spacious, great liveaboard or cruiser. Mexico veteran. Beautiful inside & out. Survey 10/99 at \$20,000. Moving, must sacrifice: \$16,900 obo. Berth in Sausalito. Call (888) 541-7232. See at: www.borterserv.com

RANGER 33. Best boat on the Bay. Lots of equipment. No blisters. New rig, new interior. Spinnaker gear. \$22,500. (510) 534-7317.

36 TO 39 FEET

39-FT FREYA, 1979. New: 1999 Fisher Panda 4kw generator, Spectra watermaker, all canvas, awning, interior cushions, cockpit cushions, Muir windlass, running rigging. This boat is loaded & in excellent condition. Selling price: \$120,000. FOB. Ft. Lauderdale, FL. Please call (954) 760-7592 or egress@mindspring.com

39-FT CAL, 1979. 2 private staterooms, Perkins 4-108. Bluewater/coastal cruising ready: roller furling, 5 sails, inner forestay, windlass, 4 anchors, incl 45# CQR primary w/200' 3/8" chain, SSB, LCD radar, GPS, Loran, Fleming autopilots, NEMA interface cabling, solar, wind generator, hi-cap electrical, dodger, bimini, refrig/freezer, watermaker, TV, stereo. 3 page equipment/refinement list. Extensive refit Svendsens 1995. West Coast references available. Presently berthed Ft. Lauderdale. Always blister-free. \$59,500. Contact (954) 614-4672 or rogerbohl@compuserve.com

SANTANA 37, 1970. This strong, fast cruiser is ready for extended winter cruising in Florida or the Caribbean. Well maintained & fully equipped. Includes Volvo MD-11 diesel, Force 10 stove/oven, Adler-Barbour refrig, Harken roller furling with 3 jibs, newer North main, spinnaker w/ATN sock, Norseman/Navtec rigging, 3 anchors, Nilson electric windlass with 300 ft 3/8" BBB chain, double bow roller, Furuno arch mounted radar, GPS, Autohelm autopilot, depthsounders, VHF, 150 amp alternator, Blaupunkt AM/FM cassette, 110 gal water, 40 gal fuel, wind generator, portable air conditioner, TV/VCR & dodger. 8/98 survey available. Located Ft. Lauderdale. \$24,900 obo. (510) 338-0661.

WANTED: 38-45 FT SLOOP/CUTTER, full keel fiber/wood coastal cruiser/liveaboard for Biz professional. Sale/finance by owner \$50-80K. Cash down & terms. Stephen, (415) 816-1967.

BENETEAU FIRST 38, 1983. Offshore cruiser/racer commissioned Jan 1984. Traditional Beneteau quality, made in France. Perkins 4108, (480) hrs. GPS, Loran, VHF, w/speed, depth, spd log, pressure water, liferaft, dinghy, 4 sails. Boat is in like new condition. 2nd owner (12) yrs. Fresh bottom paint. Boat is in Honolulu, HI. \$59,000. Pls call (808) 456-9706.

FREYA 39 DOUBLE-ENDER, 1975. In San Francisco. Yanmar 40 hp 20 hrs, 120 gal fuel, 60 gal water. Fresh cruising interior. Needs some finish work. Lots of gear. \$49,000 obo. Please call Mike at (305) 292-5614.

38-FT INGRID KETCH, 1939. Chrysler Nissan diesel. Port Orford cedar hull, teak decks. With some dedication, could be a great cruiser. \$15,000. Call (415) 305-5591.

39-FT STEEL PILOTHOUSE CUTTER, KOCHAB. Just completed 9 year No. & So. Pacific cruise. Well equipped, all bells & whistles. Perfect liveaboard cruiser. Moored Fort Bragg, CA. Call early am or after 6 pm. (707) 964-4488.

38THANSCHRISTIAN, 1980. Cutter, Pro Furl jib, 60 diesel, Monitor Windvane, autopilot, VHF, SSB, GPS, radar, inverter, electric windlass, CQR & Bruce, new (10/1999) inflatable with 15 hp o/b, and other new items. \$104,000. (408) 353-5712 or JohnBabot@email.MSN.com

39-FT CAL, 1979. 2 private staterooms, Perkins 4-108. Bluewater/coastal cruising ready: roller furling, 5 sails, inner forestay, windlass, 4 anchors, incl 45# CQR primary w/200' 3/8" chain, SSB, LCD radar, GPS, Loran, Autohelm, Fleming autopilots, NEMA interface cabling, solar, wind generator, hi-cap electrical, dodger, bimini, refrig/freezer, watermaker, TV, stereo. 3 page equipment/refinement list. Extensive refit Svendsens 1995. West Coast references available. Presently berthed Ft. Lauderdale. Always blister-free. \$59,500. Please contact (954) 614-4672 or rogerbohl@compuserve.com

IRWIN 38, 1984. Center cockpit, two staterooms & two heads with showers. Original owner. Specially built with many custom upgrades. Cruise ready. Immaculately maintained. Light & bright interior. Genoa, staysail & mainsail, all furling. Perkins 4-108, 4 kw genset, 96 gal fuel, mast steps, windlass, 385 ft high test chain, custom deep keel, fully enclosed cockpit. Radar, two autopilots, two VHF's, hailer, inverter, separate holding plate refrig & freezer with engine drive & 110v systems, microwave, Sealy Posturepedic mattress, heating, custom cabinetry & features throughout & more. Must see to appreciate. Sails & looks great & is the roomiest, most comfortable 38 ft built. Two boat owner, must sell. \$149,500. Please call (310) 305-1505 or SVZebrina@aol.com

36-FT ISLANDER FREEPORT, 1981. B-plan, great liveaboard, autopilot, roller furling, recent electronics, new frig, inverter, batteries (6), 100A alternator, 2600R Heart, Pathfinder diesel. See at Alameda Marina, slip 742. \$74,500. Will consider trade, sail or power. Ken, days (408) 988-4025 or eves (408) 248-6770.

ACCOUNTANT SAYS GET RID OF IT!! 1992 Freedom 38. New UK sails, Antal system, Maxi-prop & many extras. \$100,000 firm or it will be a donation. (209) 374-3355 or (530) 284-6663.

HUNTER LEGEND 37.5, 1987. 12 ft 10 inch beam. 2 private queen staterooms, teak/holly floors, blue Sunbrella upholstery, windlass, Heart inverter, Zodiac w/Mercury 8 hp, hot shower, Yanmar 34 hp diesel, 220 original hrs, surveyed 10/98. \$50,000. (415) 383-0684.

RAFIKI 37, 1975. Cutter, world cruiser, documented, 2nd owners. Fiberglass with Airex core, teak interior w/custom cabinetry, dodger, cockpit cover, propane stove w/oven, Seaswing stove, h/c pressure water, demand water heater, fireplace, 150 gal water, 120 gal fuel, 38 hp diesel, 3 bilge pumps, 7 sails, radar, GPS, Loran, VHF, Aires windvane, liferaft. 45# CQR w/200 ft chain, 38# Danforth w/chain & rode 100# Herreshoff storm anchor, many other accessories. Hauled 7/99. \$65,000. (209) 634-8752 or laniki@earthlink.net

38-FT REINKE S10, 1995. Strong German design. Built in Switzerland. Aluminum hull sloop rigged with Mercedes engine. In excellent condition & fully equipped for long range/offshore cruising. Asking \$95,000 obo. Call (415) 663-8292. Details & pictures on www.metro.net/ulmrm

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40 TO 50 FEET

46-FT CLASSIC OCEAN RACER/CRUISER, Choluta. First Cal 32, 1937. Good condition & beautiful. Well worth restoring. Recently refastened hull, new rigging, good decks, no dry rot. Needs motor & sails. Price negotiable. Call Rod Clifton, (281) 339-0300.

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PERRY 47 KETCH. 1998 Pacific Cup, 1999 Coastal Cup, 1996/98 refit including: rigging, sails, roller furling headsail, electronics, electrical, refrigeration. Email: samla@pacbell.net for complete spec sheet and pictures. Better than new, liveaboard, Angel Island, and offshore ready. \$144,500.

CATALINA 42 MKII, 1998. Desirable two stateroom model. Loaded! 50 hp Yanmar, all B&G Instruments, wind, speed, depth, Nav repeater, sea temp and B&G Autopilot, Garmin 225 color GPS/Plotter, Raytheon Pathfinder 24 miles radar, VHF, 4 golf cart batteries w/ Heart 2500 Inverter and Link 2000, Bruce anchor with 200' chain rode, Y-Valves on both heads. Custom dodger, blmini and complete covers. Designer Interior. Asking \$179,000. Call Scott at (619) 224-6000.

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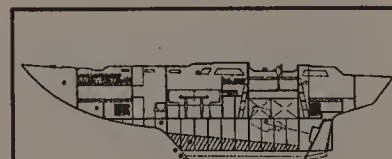
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GULFSTAR 50 KETCH, BUILT 1977. One owner. New windows. Center cockpit. Perkins diesel, 7.5kw generator, refrig/freezer, windlass, autopilot, propane stove/oven, radar. Two heads. Eight sails, roller furling headsail. Feathering prop. Lots of teak inside. \$139,000. Tom, (415) 479-1164.



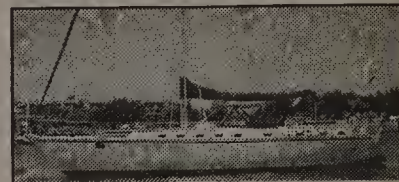
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51 FEET & OVER

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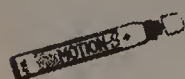
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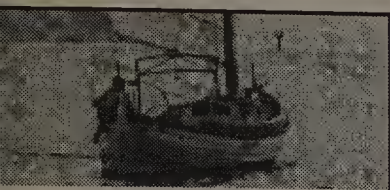
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SKIPPER WITH NO BOAT, but with mech/elect skills seeks owner w/40 ft or larger boat, lacking these, for non-equity partnership. Month by month. Location: SF, Berkeley, Oakland, Richmond, Sausalito. No liveaboards please. Race, cruise, repair. Get your boat on the main Bay. Get YC privileges as my guest. Erik, (510) 666-9412.

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WANTED: DECK HARDWARE & SAILS for Columbia 24 Challenger. (916) 392-9946 or email: pcg@quiknet.com

LOOKING FOR USED MONITOR self-steering windvane. Ken at work: (503) 292-1848, home: (503) 543-6090 or svpolaris@yahoo.com

PEARSON 23 C (CAT BOAT). Must be in good condition. Will survey. Cash for the right boat. Please call Ed, (925) 933-2448.

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WANT TO TRADE 2.5 ACRES IN SIERRA foothills near Placerville for a sailboat. Approximate value \$20,000. Prefer 25 foot trailable (Catalina, O'Day etc.). Pls contact Bill at (805) 556-0317 or email: bilwel@fix.net



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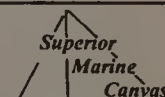
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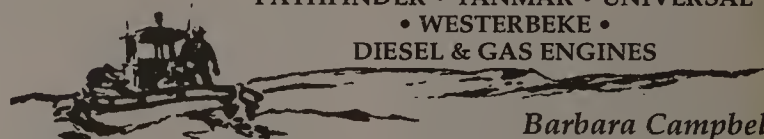
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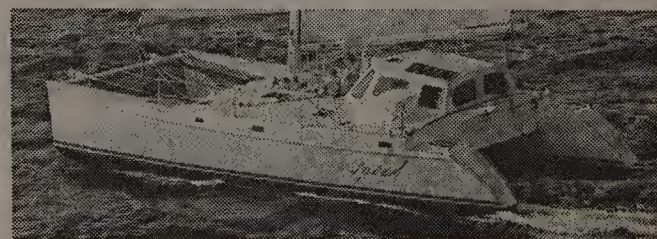


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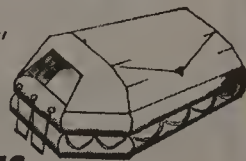
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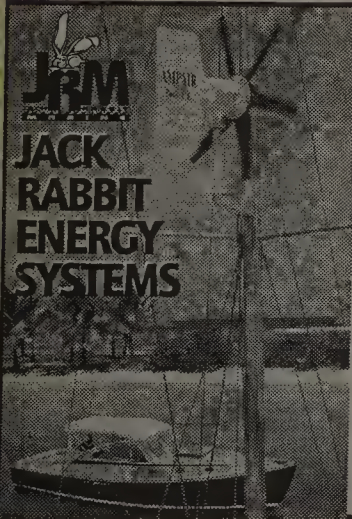
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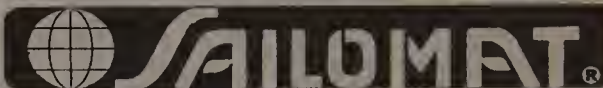


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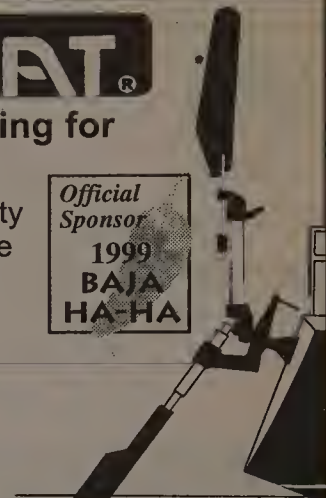


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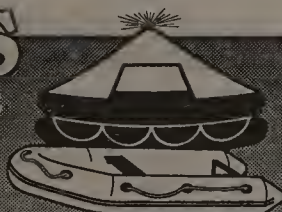


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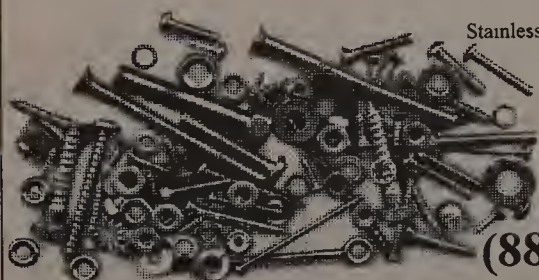
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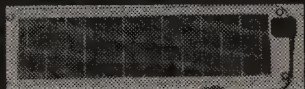
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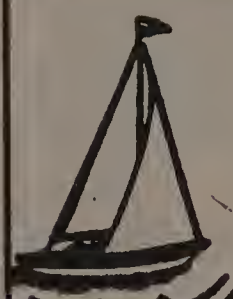
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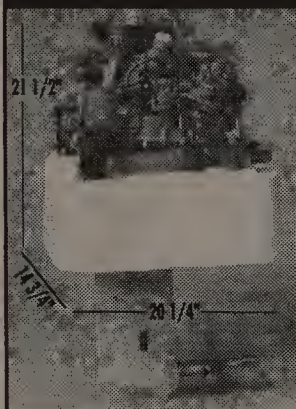
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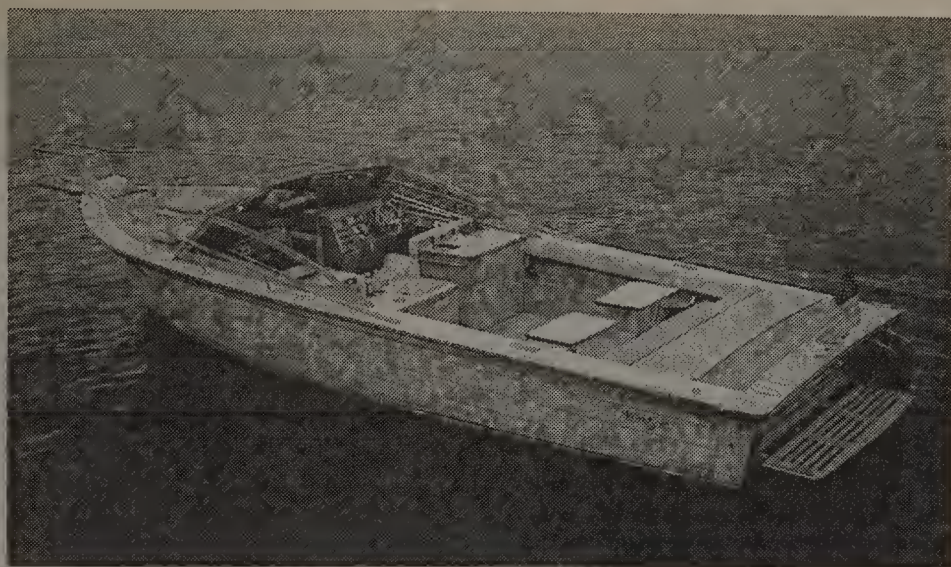
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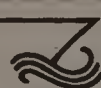
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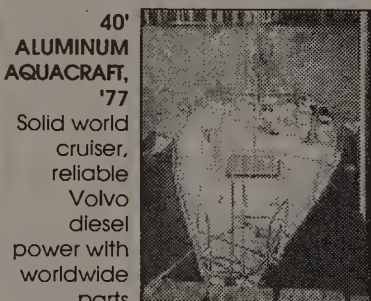
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Center cockpit, 54hp Yanmar diesel low hrs. Full electronics, refrigeration. Custom built for present owner & due to illness has had very little use. Asking \$139,000.



40' ALUMINUM AQUACRAFT, '77

Solid world cruiser, reliable Volvo diesel power with worldwide parts availability. Propane galley. She'll handle any ocean any day! Asking \$59,900.

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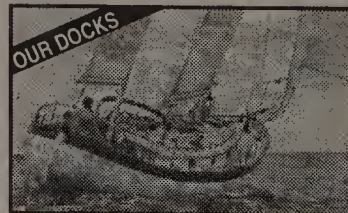
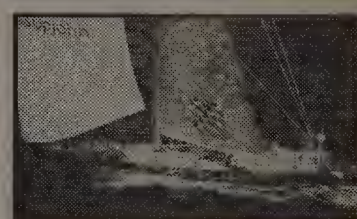
Full photo walk-thru - Go to www.sfyachts.com

72' IMS MAXI, 1988

Fully upgraded, from new electronics to winches and sails.

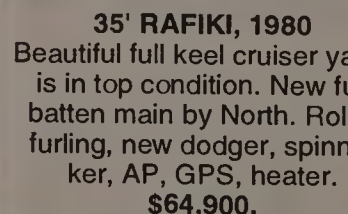
Built in all carbon by MAG France. Fast and beautiful, she did the Whitbread in '89-'90.

\$680,000.



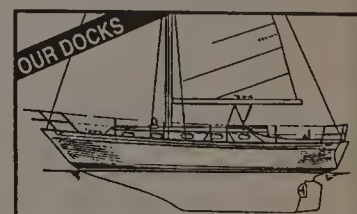
43' HANS CHRISTIAN KETCH, 1978

Beautiful condition classic cruiser. Teak interior. Radar. Seaworthy and sea-kindly. Excellent all around comfort. Reduced! \$119,000.



35' RAFIKI, 1980

Beautiful full keel cruiser yacht is in top condition. New full batten main by North. Roller furling, new dodger, spinnaker, AP, GPS, heater. \$64,900.

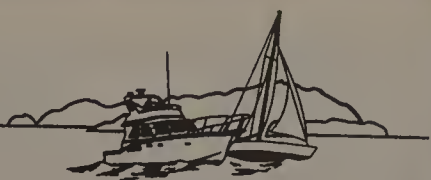


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This classic Offshore 40 sloop is the perfect boat for blue water cruising or as a live-aboard. Spacious decks and tri-cabin design provide for comfort and safety. Powered by a 45 HP Perkins Diesel
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Built for the single-handed sailor, this early racer/cruiser design can take you to far away places with speed and comfort. Interior has been modified with remarkable amount of storage. Numerous extra features.
\$35,000

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16' Windrider tri (new).....\$2,550
25' Bayfield w/trlr '86.....\$29,500
33' Allied Luders '68.....\$29,900

Power

20' Alum. Dive Boat '89.....\$9,000
24' Renken walk-around '90...\$22,000
24' Skipjack Flybridge '77.....\$19,500
25' Delta w/diesel ob '84.....\$14,900

25' Pursuit ccons '83.....\$18,000
26' Stamas comm'l '72.....\$20,000
27' Albemarle S/F '95.....ESCROW
28' Baja Marine T/150's '89...\$26,000
31' Sea Star Flybridge '77.....\$29,000

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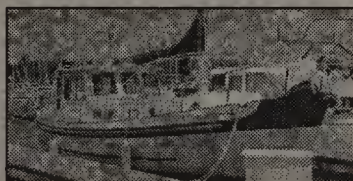


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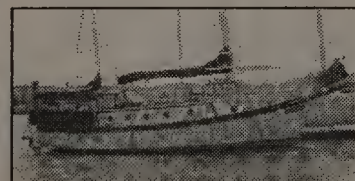


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37' Formosa Ketch, 1975
Volvo diesel, teak decks. South Pacific veteran. Call for price information.



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27' Norseja, 1978

Aft cockpit model, needs some interior completion. Outboard. Original owner. Hard to find solid pocket cruiser. Asking **\$12,500**.

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51' SWAN. Commissioned 1983, this successful Frers design features owner's aft, 2 guest S/Rs forward. Decks refurbished, "as new". Owner's leaving country. Priced to sell.



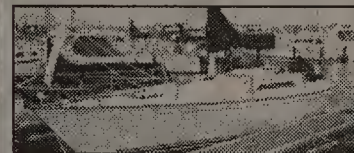
57' S&S. Charisma, designed by Sparkman & Stephens, and built by Palmer Johnson in '70. Totally refit & updated. Outstanding in all respects. Offered at a fraction of original cost.



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49' WAUQUIEZ CENTURION. Commissioned in 1991. 3 S/Rs, light, spacious salon, cruise equipped, currently lying Carib. Quality performance cruiser priced far under market.



41' C&C. Built in 1984, this C&C 41 is very well equipped and maintained. Full racing sail inventory plus cruising features including roller furling, autopilot, GPS and radar.



C&C 37+. Built in 1990, this 40' C&C is a perfect balance of performance and luxury. She sleeps 6 in 2 S/Rs & a convertible dinette. Large head w/sep. shower. Spacious cockpit.



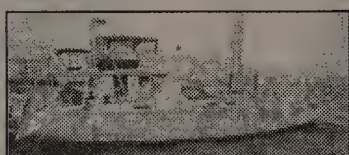
36' CATALINA. Built in 1983, this popular model is perfect for Bay cruising or a comfortable liveaboard. She is priced right and ready to go.



58' ALDEN. Built in 1975 this Boothbay yawl has always been kept in yacht condition. Recent upgrades include sails and electronics. A true bluewater world class yacht.



51' SKYE. Offered by her original owner. This Rob Ladd design was commissioned in 1982. Consistently updated, 8 sails, SSB, radar, AP. Great performance ketch cruiser.



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50' HOLLMAN. Built in 1989, this Hollman 50 represents a limited production performance cruiser. Spacious interior, full electronics and top of the line hardware. Fast passagemaker.



NORSEMAN 447. Built in 1982, this Norseman 447 is one of the nicest yachts on the market. Built by TaShing, she has the same quality as the Taswell & Mason yachts.



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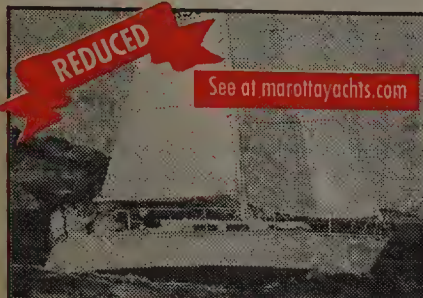
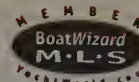


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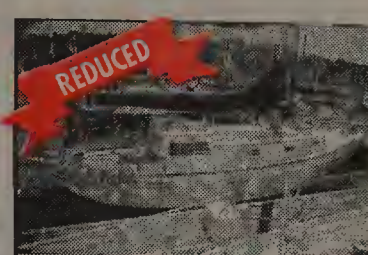
sistership

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53' ISLANDER, 1979

More than \$100,000 invested over past year: new running rigging, new standing rigging, new mast, new roller furler, new mainsail, new headsail, new topside paint, new bottom paint, rebuilt genset, new dodger, new windlass. Isuzu 60 hp diesel runs like a top. Center cockpit, four cabins, 6'4" headroom, full galley.

\$199,000.



REDUCED

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32' ARIES, 1976

One owner boat. New mast, Harken roller furler and all running/standing rigging.

Westerbeke diesel with less than 700 original hours. Varnish redone in 1998.

Prime downtown Sausalito slip.

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NEW LISTING

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36' NONSUCH, 1987

This stiff, seakindly vessel is at home in everything from SF Bay bluster to Mexico light airs. Numerous opening hatches, 6'5" headroom, stall shower. Top quality fittings and systems throughout. New full bottom moir, new running rigging, new bottom paint, new cockpit cushions and meticulous maintenance. Sausalito Yacht Harbor slip on transfer.

\$128,000.



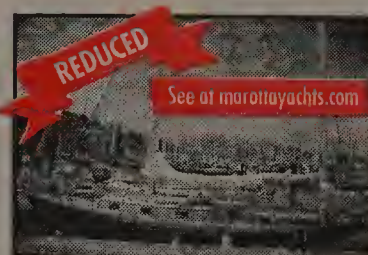
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52' SPENCER, 1982

Cold-molded sloop, built in New Zealand and sailed over from Hawaii. Twin cabin, one head, large main salon, all amenities for living aboard. Generous headroom, beautiful kauri and teak joinery along with brass accents below look classically elegant.

33hp Yanmar diesel. **Just reduced to \$84,000.**



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Beautiful example of this fiberglass classic. Vessel has had substantial upgrades, including new teak decks, new teak interior, and roller furling headsail.

Approx. \$15,000 spent over last year alone. Exquisite teak joinery below. 36hp Perkins with low hours. Sausalito Yacht Harbor slip on transfer with vessel.

Owner motivated. \$64,900.



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27' PEARSON, 1988

This late model Pearson is well equipped, with diesel engine, wheel steering, roller furling headsail, and dodger. Hot/cold pressure water, full sized head. Easy boat to singlehand, ideal starter boat.

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sistership

New Listing: 45' HUNTER, 1986

TransPac veteran is loaded and immaculate. Apx. \$150,000 spent on upgrades and improvements over last 10 years.

55 hp Yanmar diesel with 673 hours.

Full electronics. Prime Sausalito Yacht Harbor slip on transfer with vessel.

\$162,000.



CATALINA 28, 1994

Practically new example of this popular late-model sloop. Hood roller furler, full bottom moir, all lines lead off.

18 hp Perkins with 260 hours.

H/C pressure water, shower, propane stove/oven.

\$37,500.



NEW LISTING

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30' CATALINA, 1980

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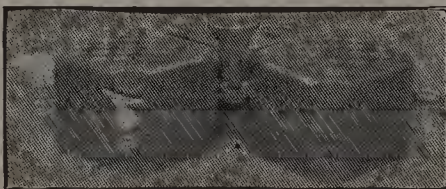
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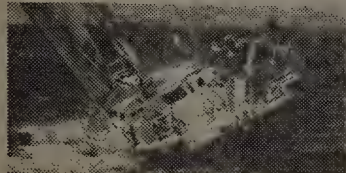
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43' Baltic, '87
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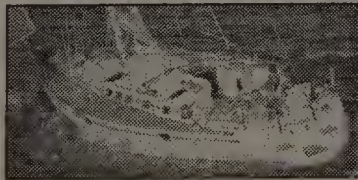
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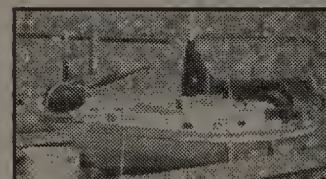
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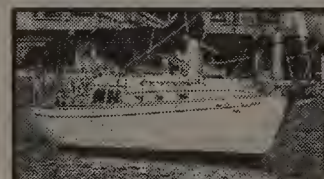
35' SANTANA This racer/cruiser is in excellent condition. Loaded with upgrade gear. At our docks. Asking \$29,500



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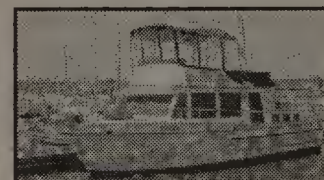
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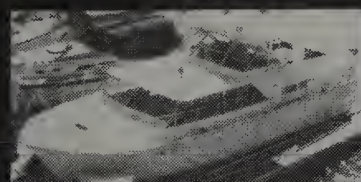
62' JOHN ALDEN YAWL. This fine '31 classic sailing yacht has teak decks, low hrs dsl, mahag over oak w/branze, lead. Must be seen. Asking \$180,000.



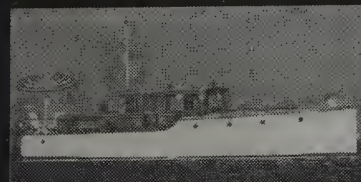
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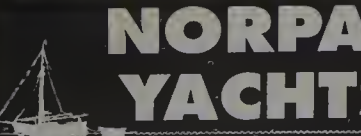
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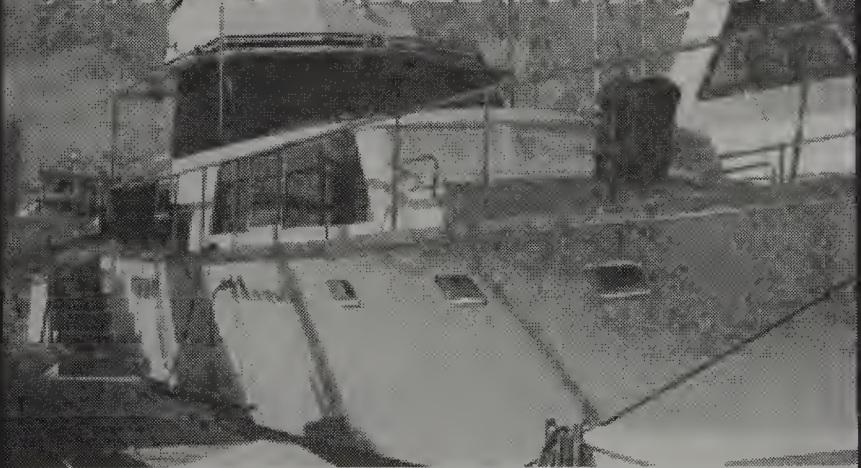
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